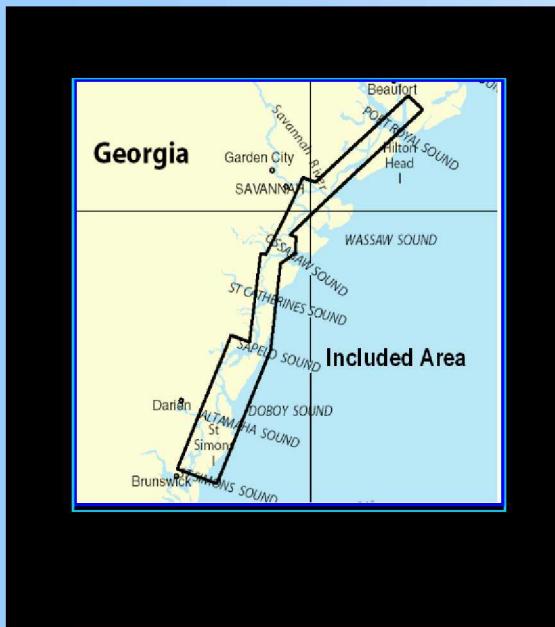


# BookletChart<sup>TM</sup>

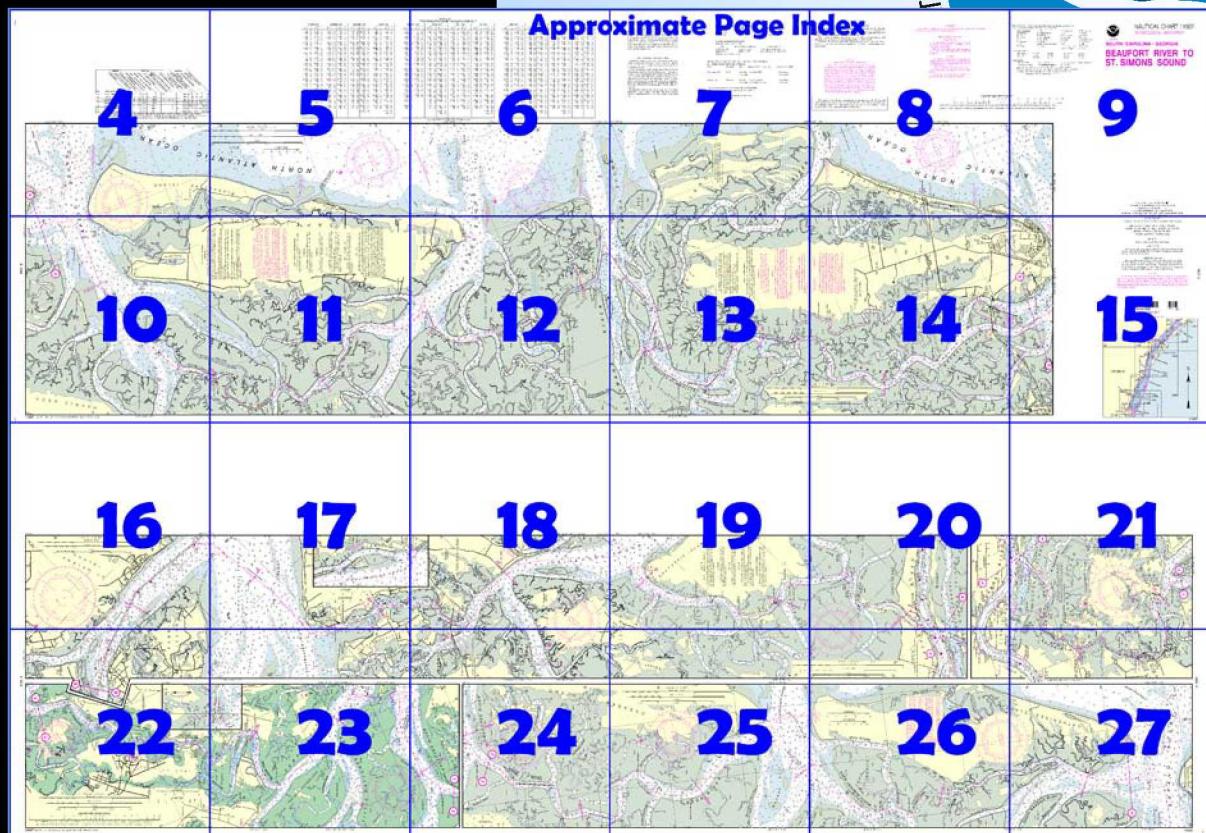
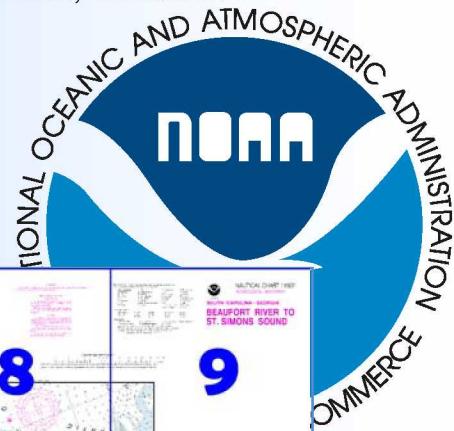
## ICW, Beaufort River to St. Simons Sound

(NOAA Chart 11507)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- Complete, reduced scale nautical chart
- Print at home for free
- Convenient size
- Up to date with all Notices to Mariners
- United States Coast Pilot excerpts
- Compiled by NOAA, the nation's chartmaker.



*Home Edition (not for sale)*



## **What are Nautical Charts?**

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

## **What is a BookletChart™?**

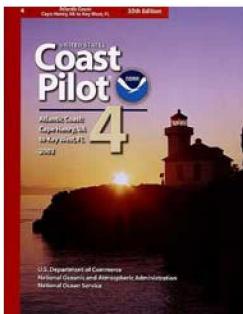
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

## **Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



**[[Coast Pilot 4, Chapter 12 excerpts]]**  
(185) The color of the aids to navigation change to red on the right while following the ICW when entering Port Royal Sound at about **Mile 547.9**. After crossing Port Royal Sound, the waterway enters **Skull Creek** at **Mile 553.3** and follows it to **Calibogue Sound**, thence to the Cooper River. At **Mile 554.8** on Skull Creek, there is a small-craft facility where berths with electricity, gasoline, diesel fuel, water, ice, pump-out and wet storage are available.

(186) At **Hilton Head Harbor, Mile 557.0** there is a small-craft facility where berths with electricity, gasoline, diesel fuel, water, ice, pump-out, launching ramp, and wet storage are available. A county pier, with depths of 8 feet is at Hilton Head Harbor.

(187) At **Mile 557.6**, the spans of the Route 278 bridge have a clearance of 65 feet. During the flood tide, vessels will encounter a strong cross

current on the north side of the bridge. Dense fog is frequently encountered in this vicinity. A small-craft facility at **Mile 558.1** is above the bridge. Berths, gasoline, electricity, water, ice, pumpout, marine supplies, and a launching ramp are available. A depth of 6 feet was in the approach and 8 feet alongside.

(189) The route follows **Cooper River** to Ramshorn Creek at **Mile 568.6**. An overhead power cable, about 0.4 mile W of Ramshorn Creek across an unnamed creek between Page Island and Pine Island, has a clearance of 20 feet. Between the creek and Walls Cut the route follows **New River**. Care is required as cross currents may be encountered in New River.

(190) **Walls Cut**. The route is through the cut and along **Wright River** thence through **Fields Cut** and into Savannah River at **Mile 575.6**. The Savannah River ebbs through the cut, and strong cross currents may be experienced at the ends of it; these currents cause a shoal to build up and encroach at the east end of the cut.

(191) **Savannah River**. The only small-craft facilities are at the Municipal Dock; water and electricity are available. The nearest facilities where other services may be obtained are at Thunderbolt and Isle of Hope.

(193) Rocks awash were reported on the south side of the junction of Elba Cut and Savannah River. At the junction of St. Augustine Creek and **Wilmington River, Mile 578.3**, a cutoff channel extends northeast from the waterway to Savannah River South Channel, thence along the southern side of Elba Island to Savannah River; the cutoff channel is marked by daybeacons and buoys, the depth was 5 feet.

(194) The Sam Varnedoe bridges crossing Wilmington River at **Mile 579.9** has a clearance of 21 feet. The bridgetender monitors VHF-FM channels 13 and 16.

(197) **Thunderbolt, Mile 582.8**, is a town and pleasure resort on the Wilmington River. There are marinas and boatyards on both banks where berthage with electricity, gasoline, diesel fuel, water, ice, and marine supplies are available.

(200) **Isle of Hope, Mile 590.0**, is a pleasure resort on the Skidaway River with several small wharves and a boatyard. The boatyard has berthage with electricity, gasoline, diesel fuel, water, ice, marine supplies.

(201) A **small-craft anchorage** is in Skidaway River off Isle of Hope.

(202) **Skidaway Narrows** is easily navigated by small craft, and by larger vessels when speed is reduced sufficiently to accommodate the sharp turns. The velocity of current in the narrows is 1 knot. A highway bridge with a clearance of 22 feet crosses Skidaway Narrows at **Mile 592.8**. The bridgetender monitors VHF-FM channel 16 and works on channel 13; voice call Skidaway Bridge.

(205) **Vernon View, Mile 596.3**, has several small privately owned piers where gasoline may be obtained in an emergency. There were depths of 1 to 7 feet reported at the piers.

(206) At **Mile 600.9, Delegal Creek** empties into the Vernon River. The creek is entered via **Steamboat Cut**. A small-craft facility is on Delegal Creek 1.4 miles above the mouth. Berthing, electricity, gasoline, diesel fuel, water, ice, pump-out, are available. Depths of 7 feet are in the approach with 12 feet alongside the piers.

(208) **St. Catherines Sound, Mile 618.0**, becomes quite rough in moderately bad weather, especially with strong east and northeast winds. Strong cross currents may be encountered during freshets in **Medway River**. The course across St. Catherines Sound is marked by lights and should be followed closely. Failure to do so has resulted in many rescue calls by the Coast Guard.

(210) **Sapelo Sound** is rough when there are strong east or northeast winds.

(211) The route leaves Sapelo Sound through **Sapelo River** and enters **Front River at Mile 639.0**. The depth was 8 feet for 5 miles up the River to a land cut, thence 2 feet through a cut to **Pine Harbor**.

# Table of Selected Chart Notes

## HEIGHTS

Heights in feet above Mean High Water.

## CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

### SAVANNAH RIVER

The project depth is 42 feet to Savannah. For controlling depths use chart 11512.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

### NOTE B

The aids marking Mackay Creek are private and positions are approximate.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

## CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the J. S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:  
○(Accurate location) □(Approximate location)

**INTRACOASTAL WATERWAY**  
*(see notes)* Note C AUGU  
Hydrography in St Augustine Creek, from the Intracoastal Waterway to a point at 32°02'50.6N 080°58'24.7W, is reported from a private survey of 2004.

## INTRACOASTAL WATERWAY

### Project Depths

12 feet Norfolk, VA to Fort Pierce FL; 10 feet Fort Pierce, FL to Miami FL; 7 feet Miami, FL to Cross Bank, Florida Bay.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

## Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, southward from Norfolk, VA, and are indicated thus: ——————.

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 4.

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## CAUTION

### BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

Corrected through NM Nov. 4/06, LNM Oct. 24/06

Corrected through NM Nov. 4/06, LNM Oct. 24/06

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway southward from Norfolk, VA to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

## CAUTION

### WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charred submarine pipelines and cable areas are shown as:

### Pipeline Area

Additional charred submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of pipelines and cables may exist, and when anchoring, dragging, or towing, or unlighting buoys.

## PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

**COLREGS:** International Regulations for Preventing Collisions at Sea, 1972.  
Demarcation lines are shown thus: — — —

## NOTE Z

### NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

, Nov. /06, Corrected through NM Nov. 4/06, LNM Oct. 24/06

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.765° northward and 0.614° eastward to agree with this chart.

## FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons and U.S. Coast Guard Auxiliary, National Organizations of Boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these free educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS National Headquarters, Post Office Box 30423, Raleigh, North Carolina 27612, 919-821-0281.  
USCGAUX - 7th Coast Guard District, 909 Southwest 1st Ave., Miami, FL 33131-3050, Tel: 305-5697 or USCG Headquarters (G-BAU), Washington, D.C. 20593-0001.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

## ABBREVIATIONS

(For complete list of Symbols and Abbreviations, see Chart No. 1)  
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
AI alternating	IO interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphon	m minutes	O quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

## Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

## Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

## HURRICANES AND TROPICAL STORMS

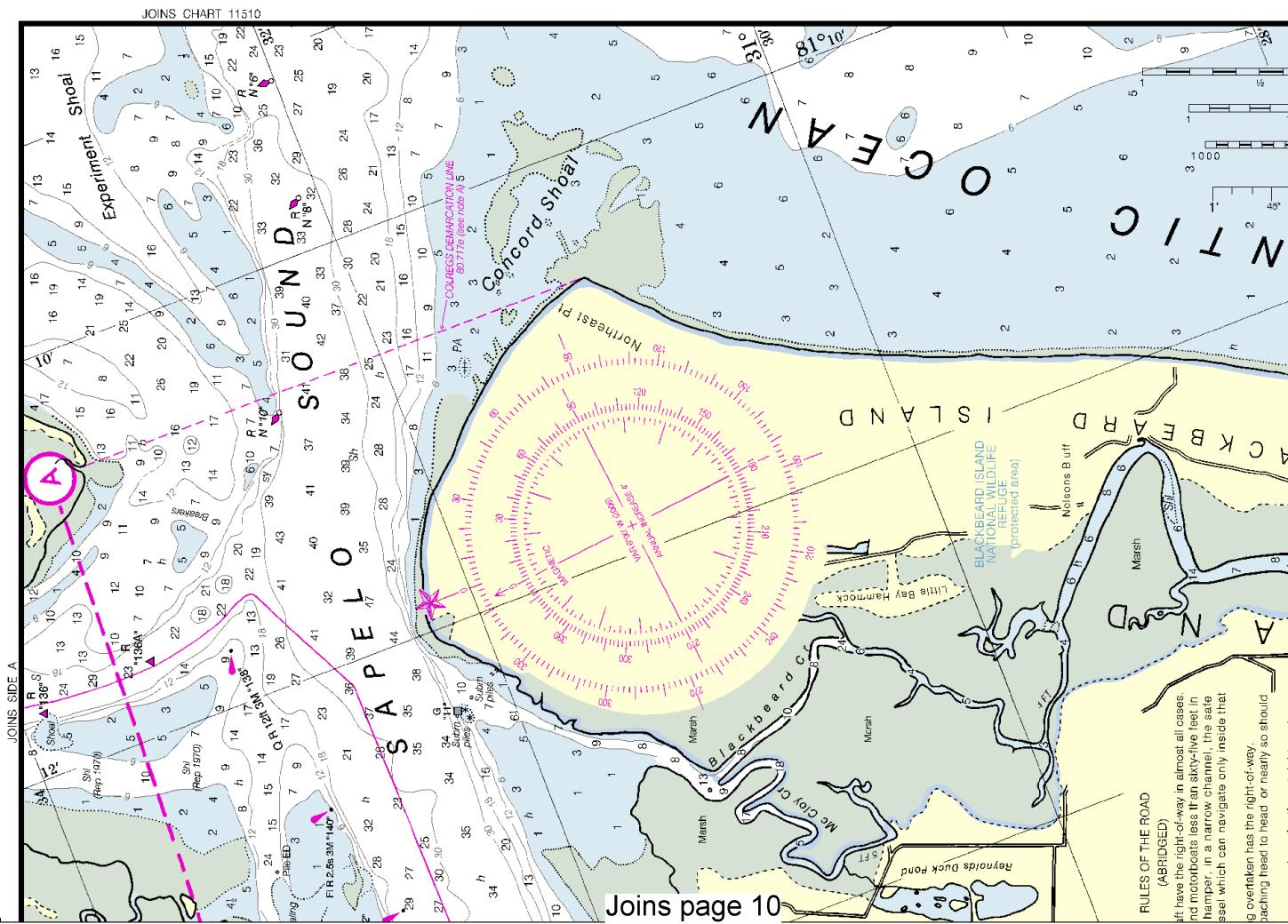
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

NO	SMALL CRAFT FACILITY	SERVICES						SUPPLIES							
		DEPTHS	APPROACH FEET (REPORTED)	RAMP (TRANSIENTS) (REPORTED)	REPAIRS	MARINE SURFACED NATURAL	LIFT CAPACITY-TONS	BOAT RENTAL	WATERLINE	NAUTICAL CHART SALES	GROCERIES/HARDWARE	DIESEL	ON-GASOLINE		
1B	SKULL CREEK MARINA	A	7	7	B E						TSLP	W	WI	DG	
1G	WINDMILL HARBOUR	A	6	8	B E S	MR					TSLP	W	C WI H	DG	
2	PALMETTO BAY MARINA	A	20	20	B E	HMR			50	M C	F	TSLP	W	C WI GH BT DG	
3	HARBOUR TOWN MARINA	A	5	6	B E	HMR					F	TSLP	W	C WI GH	DG
23	GOLDEN ISLES MARINA	B	9	18	B E S	HMR				C	TSLP	WD	C WI H	BT DG	
24	DELEGAL CREEK MARINA	A	7	9	B E	HMR				C F	TSLP	W	C WI GH BT	DG	
25	HAMPTON RIVER CLUB MARINA	B	8	10	B E	HM					TSLP	WD	WI H	BT DG	

THE LOCATIONS OF THE ABOVE PUBLIC MARINE FACILITIES ARE SHOWN ON THE CHART BY MAGENTA NUMBERS AND LEADERS.  
THE TABULATED "APPROACH FEET (REPORTED)" IS THE DEPTH AVAILABLE FROM THE NEAREST NATURAL OR DREDGED CHANNEL TO THE FACILITY.  
THE TABULATED "PUMP-OUT STATION" IS DEFINED AS FACILITIES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS.







#### PRINT-ON-DEMAND CHARTS

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#### HURRICANES AND TROPICAL STORMS

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Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

#### NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
Brunswick, GA	WWH-39	162.425	24 hours daily
Savannah, GA	KEC-85	162.400	24 hours daily
Beaufort, SC	WXJ-23	162.450	24 hours daily

#### MARINE WEATHER FORECASTS NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBERS	OFFICE HOURS
Charleston, SC	*(843) 747-5859	9:00 AM-4:30 PM (Mon.-Fri.)
Jacksonville, FL	*(904) 741-4311	8:30 AM-5:00 PM (Mon.-Fri.)

\*Recording (24 hours daily)

The U  
Organized  
community  
education  
USPS  
Office Bo  
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#### BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS

BY MARINE RADIOTELEPHONE STATIONS

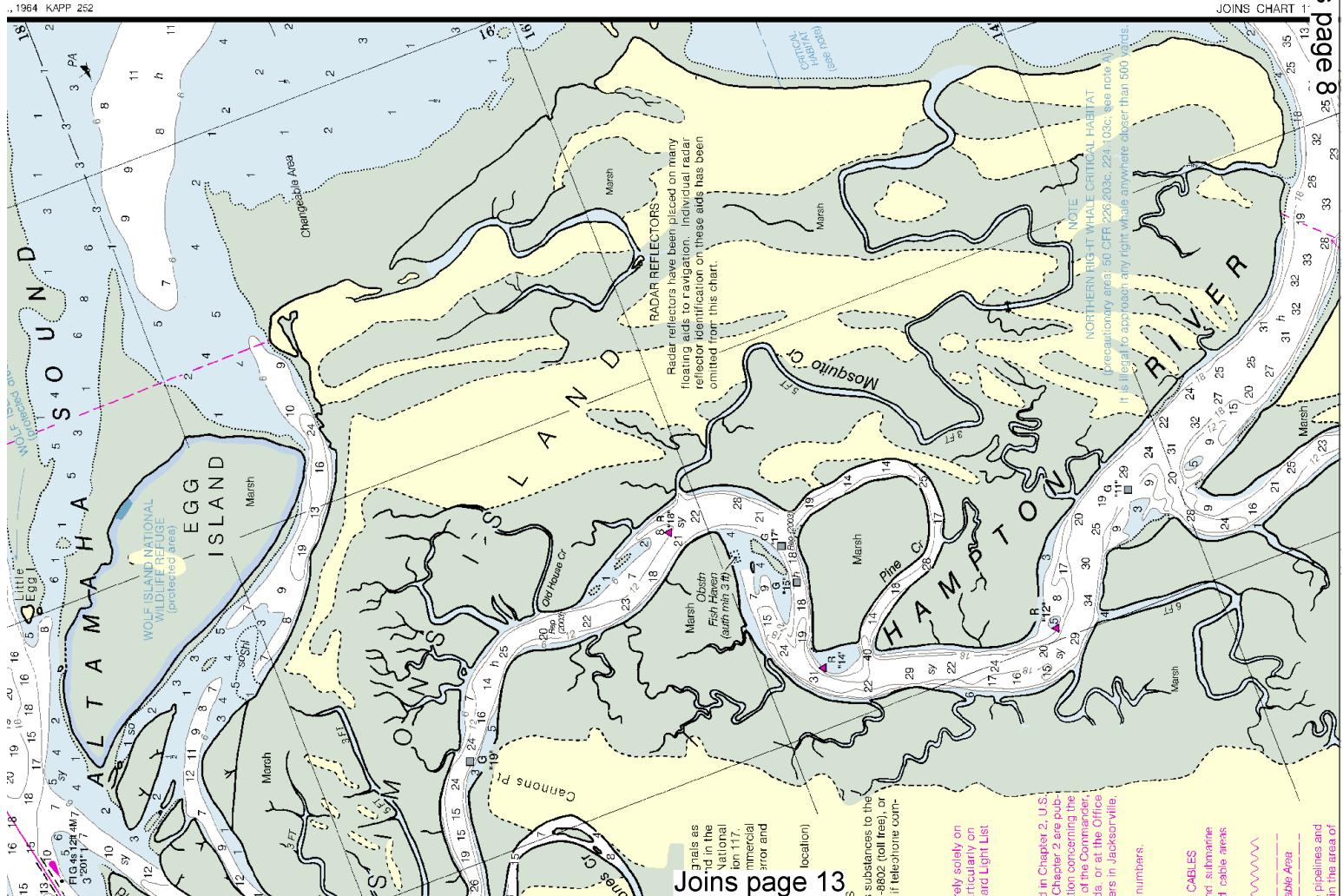
CITY	STATION	FREQ.	BROADCAST TIMES - EST	SPECIAL WARNING
Charleston, SC	NMB	2670 kHz 157.1 MHz	1:20 AM & PM 11:20 AM & PM	*On receipt *On receipt
Mayport, FL	NMA-10	2670 kHz 157.1 MHz	7:15 AM & 5:15 PM	*On receipt *On receipt

\* Preceded by announcement on 2182 kHz and 156.8 MHz

+ Broadcast one hour later during Daylight Saving Time

Distress calls for small craft are made on 2182 kHz or  
channel 16 (156.80 MHz) VHF.

This n  
Ocean Se  
improving Service,



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,

NGA Weekly Notice to Mariners: 0910 2/27/2010,

Canadian Coast Guard Notice to Mariners: n/a .

PUBLIC BOATING INSTRUCTION PROGRAMS

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**USPS** - Local Squadron Commander or USPS National Headquarters, Post Office Box 30423, Raleigh, North Carolina 27612, 919-821-0281.

**USCGAUX** - 7th Coast Guard District, 909 Southwest 1st Ave., Miami, FL 33131-3050, Tel. 305-5697 or USCG Headquarters (G-BAU), Washington, D.C. 20593-0001

FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

INTRACOASTAL WATERWAY

Project Depths

12 feet Norfolk, VA to Fort Pierce FL; 10 feet  
Fort Pierce, FL to Miami, FL; 7 feet Miami, FL to  
Cross Bank, Florida Bay

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to  
Mariners.

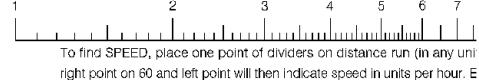
Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, southward from Norfolk, VA, and are indicated thus:

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 4.

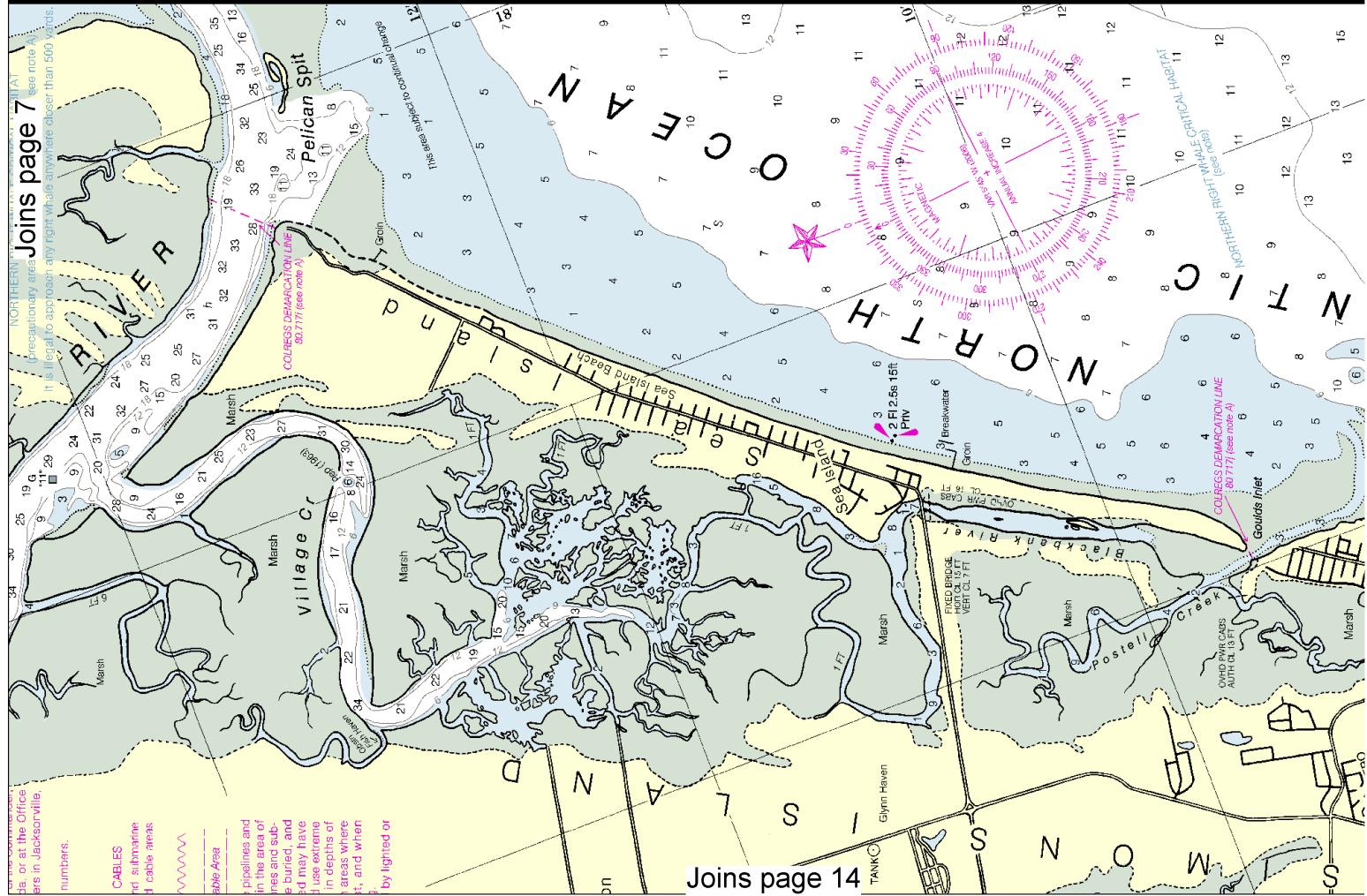
Courses are TRUE and must be CORRECTED  
for any variation and compass deviation.

LOGARITHMIC



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JOINS CHART 11508



**ABBREVIATIONS** (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	M Morse code	R TR radio tower
AI alternating	IQ interruptor quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	S sebards
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	S: M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Br radiobeacon	Y yellow

Bottom character(s):

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Qsth obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Derivation lines are shown thus: — — —

**C SPEED SCALE**



(init) and the other on minutes run. Without changing divider spread, place

. Example: with 4.0 nautical miles run in 15 m nutes, the speed is 16.0 knots.

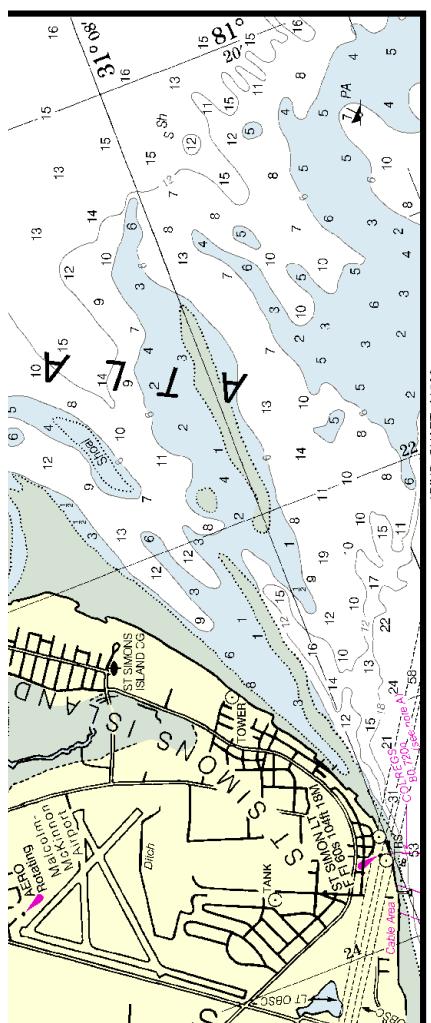


**NAUTICAL CHART 11507**

**INTRACOASTAL WATERWAY**

**SOUTH CAROLINA - GEORGIA**

**BEAUFORT RIVER TO  
ST. SIMONS SOUND**



JOINS CHART 11506

Chart 11507 33rd Ed., Nov /06 ■  
Corrected through NM Nov. 4/06, LNM Oct. 24/06

Published at Washington, D.C.

U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

MERCATOR PROJECTION AT SCALE 1:40,000  
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER  
NORTH AMERICAN DATUM OF 1983  
(WORLD GEODETIC SYSTEM 1984)

**HEIGHTS**

Heights in feet above Mean High Water.

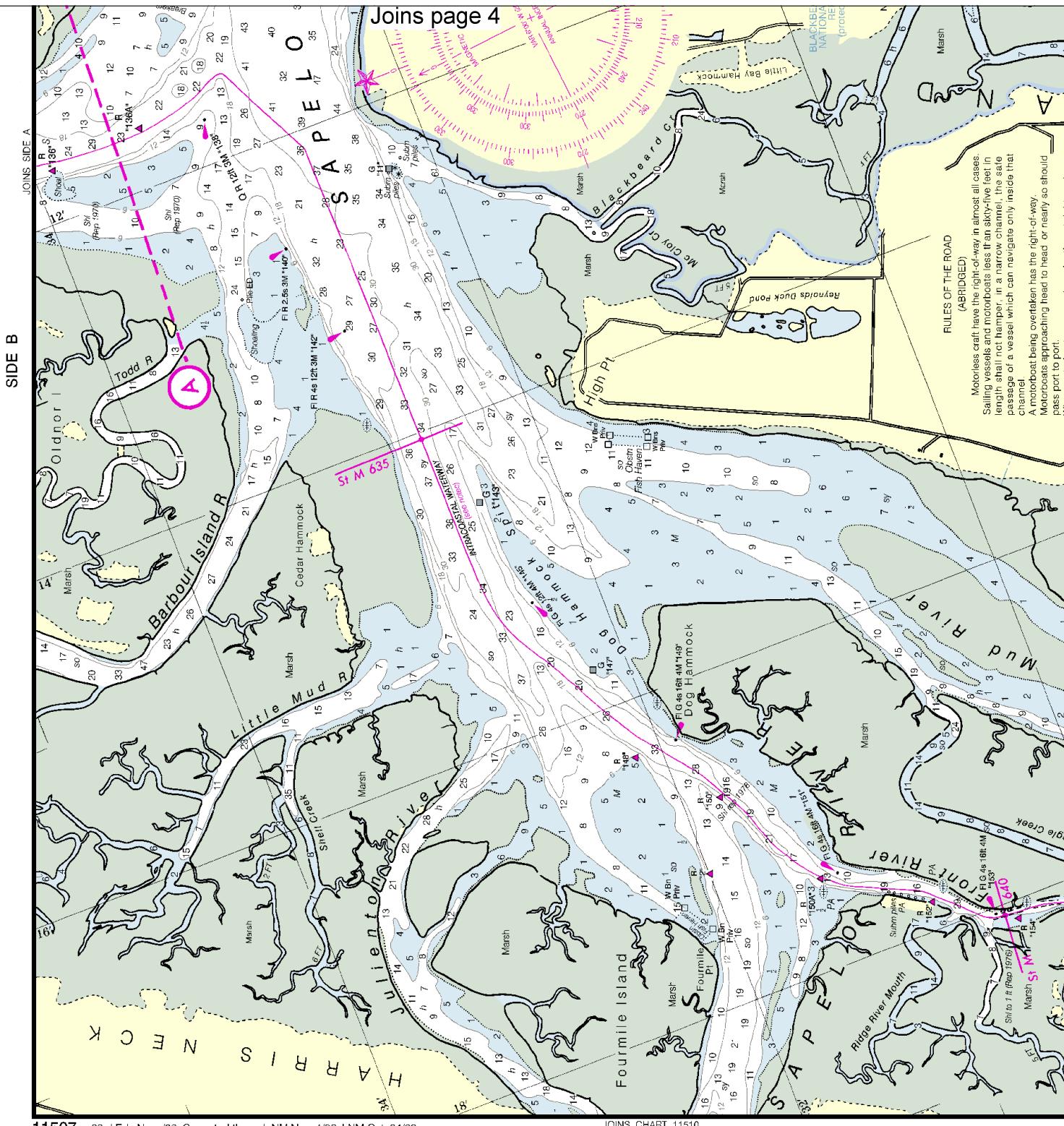
**AUTHORITIES**

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

**HORIZONTAL DATUM**

The horizontal reference datum of this chart is North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to [World Geodetic System 1984 \(WGS 84\)](http://www.ngdc.noaa.gov/mgg/datum/). [Corrections to NAD 83 are available at](http://www.ngdc.noaa.gov/mgg/datum/)

Joins page 15 NAD 83, which for charting purposes is considered equivalent to [World Geodetic System 1984 \(WGS 84\)](http://www.ngdc.noaa.gov/mgg/datum/). [Corrections to NAD 83 are available at](http://www.ngdc.noaa.gov/mgg/datum/)



**Joins page 16**

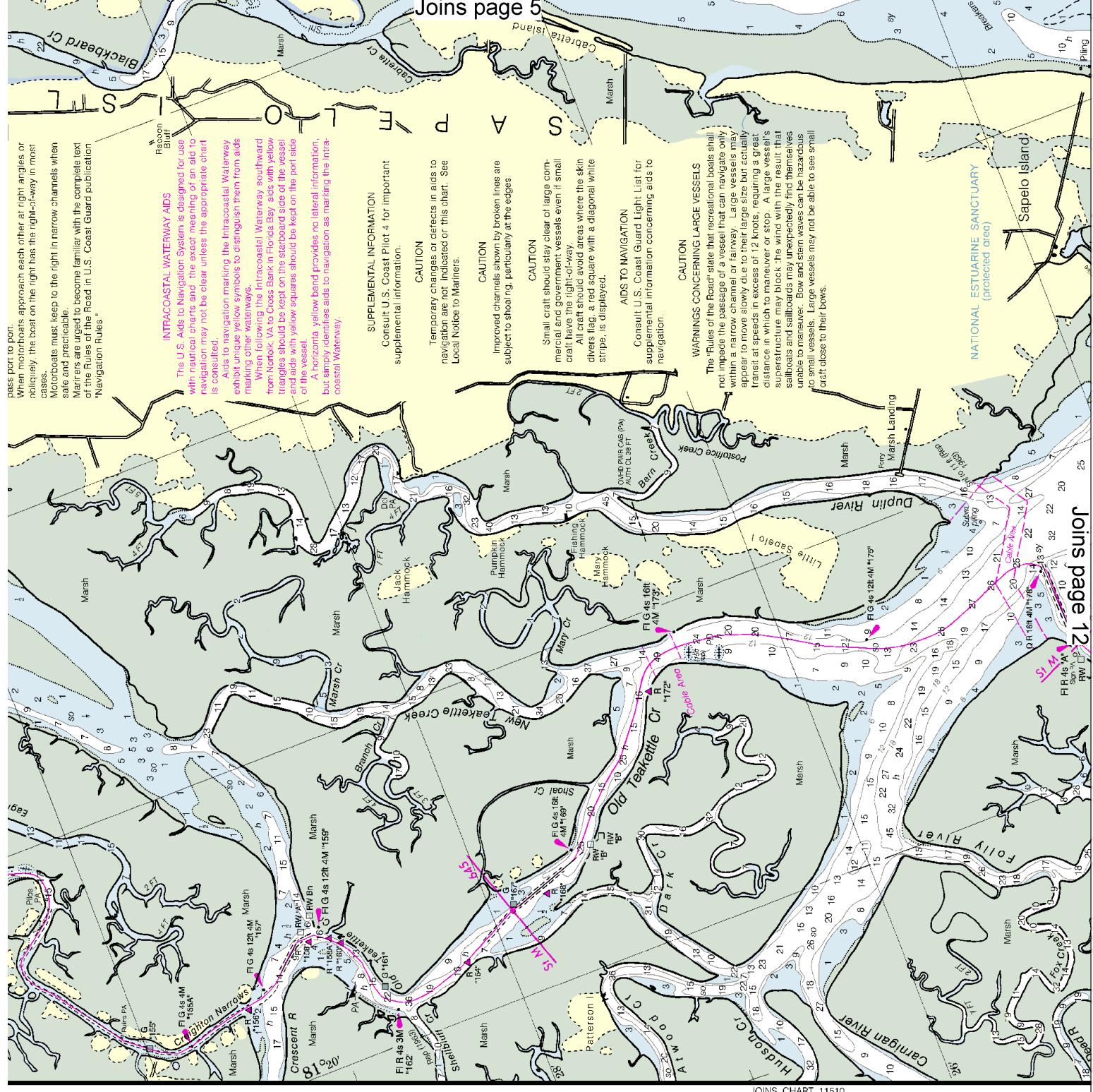
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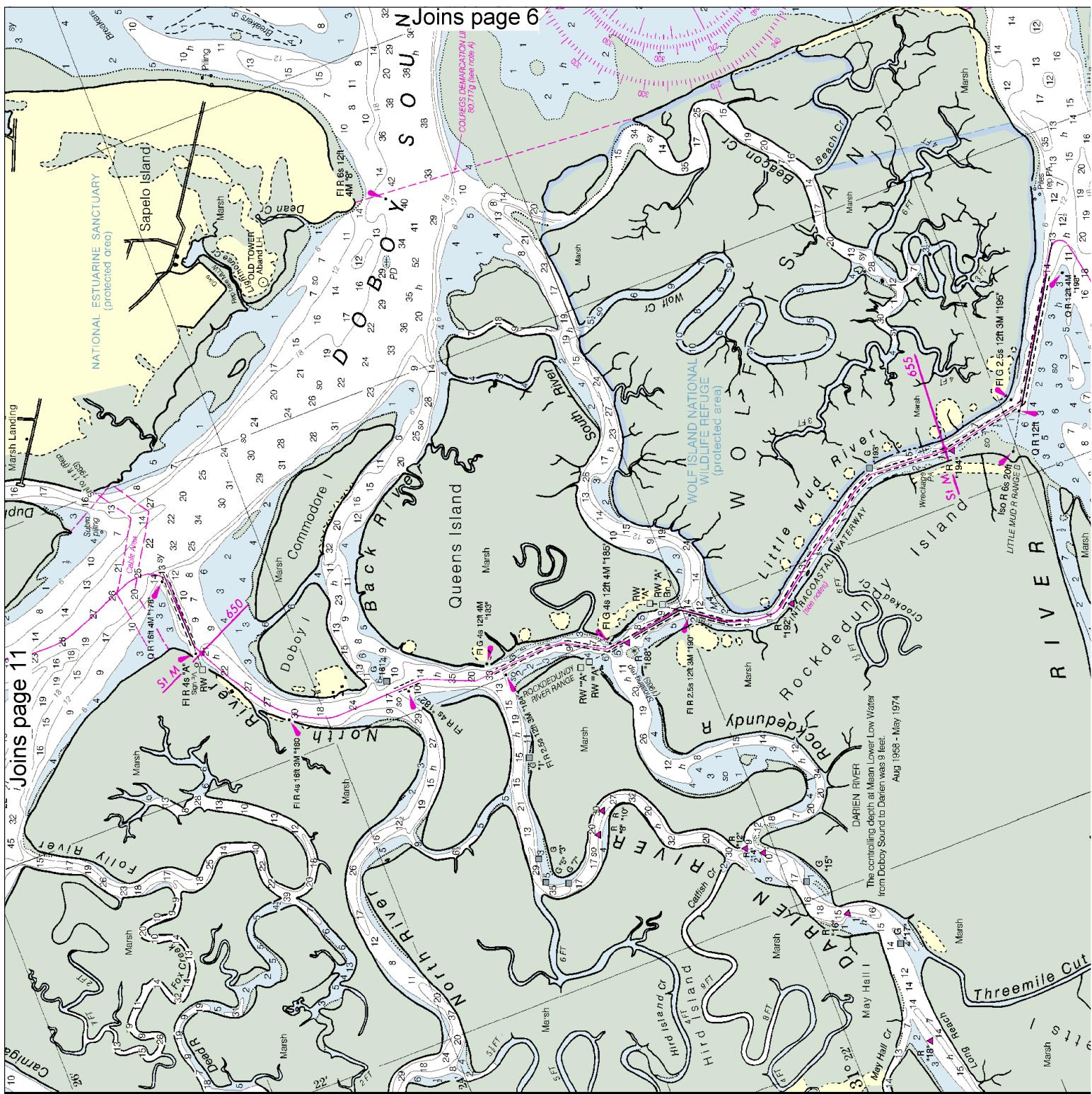
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.







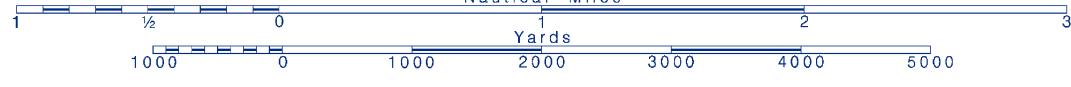
Joins page 18

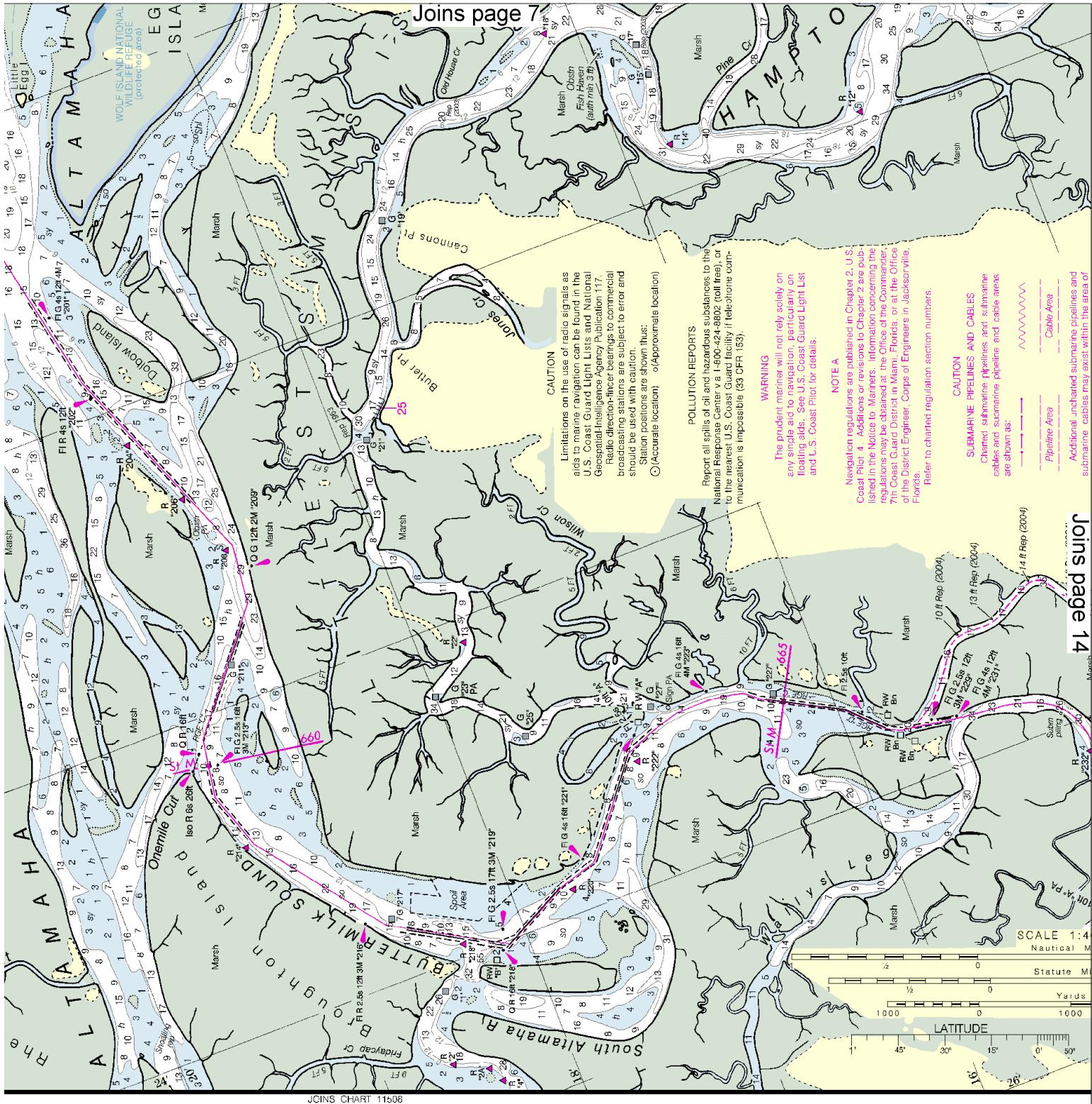
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Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

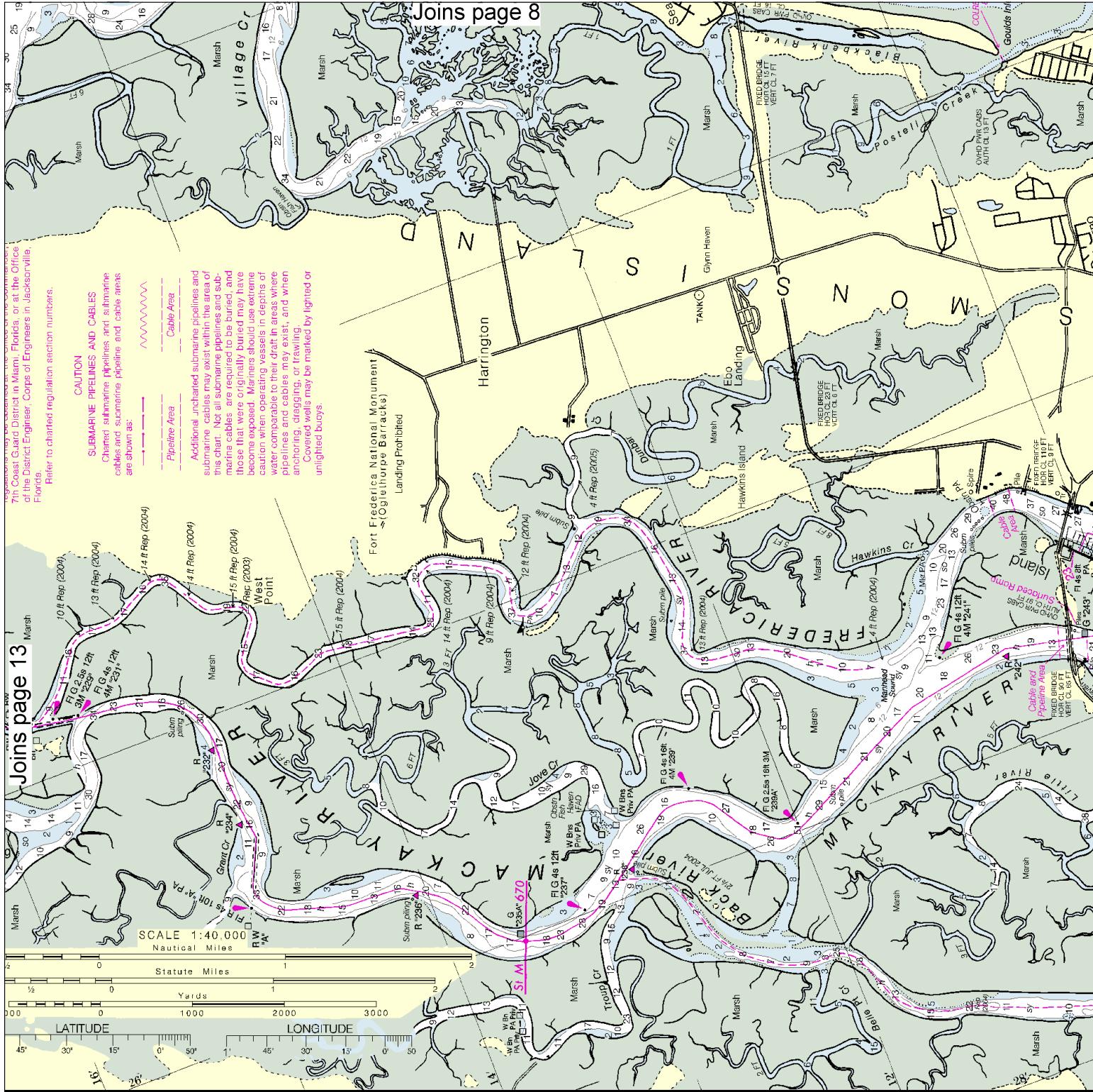
See Note on page 5.





Joins page 19

**Joins page 13**



**14**

**Joins page 20**

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



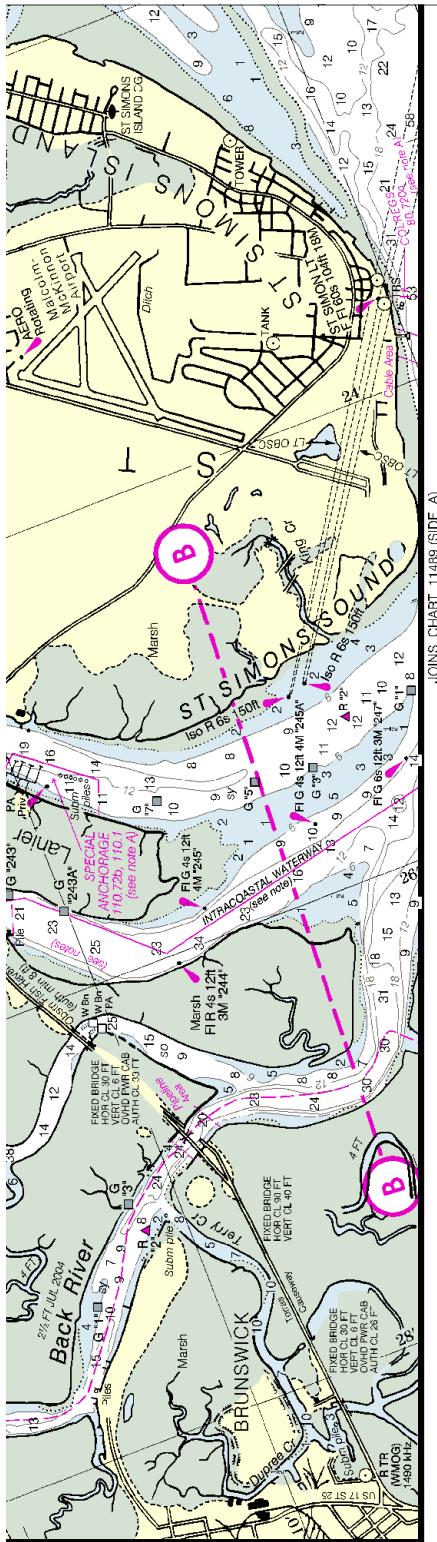


Chart 11507 33rd Ed., Nov /06 ■  
Corrected through NM Nov. 4/06, LNM Oct. 24/06

Published at Washington, D.C.

U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov)

MERCATOR PROJECTION AT SCALE 1:40,000  
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER  
NORTH AMERICAN DATUM OF 1983  
(WORLD GEODETIC SYSTEM 1984)

#### HEIGHTS

Heights in feet above Mean High Water.

#### AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

#### HORIZONTAL DATUM

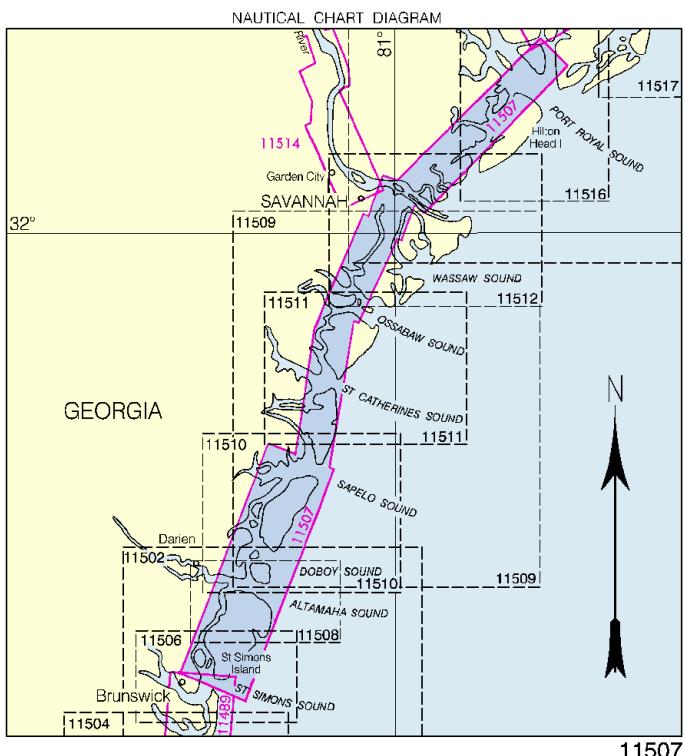
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.765° northward and 0.614° eastward to agree with this chart.

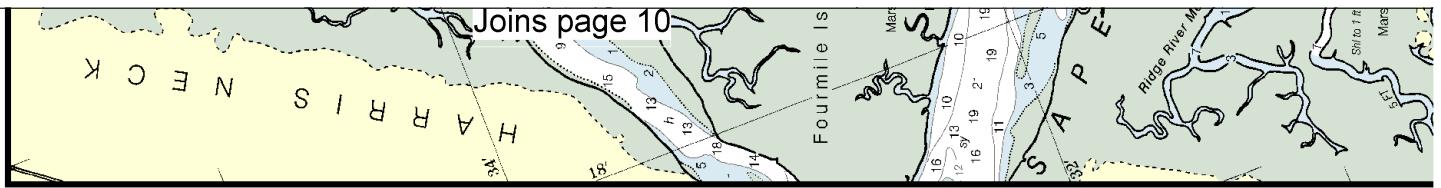
#### CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

SIDE B

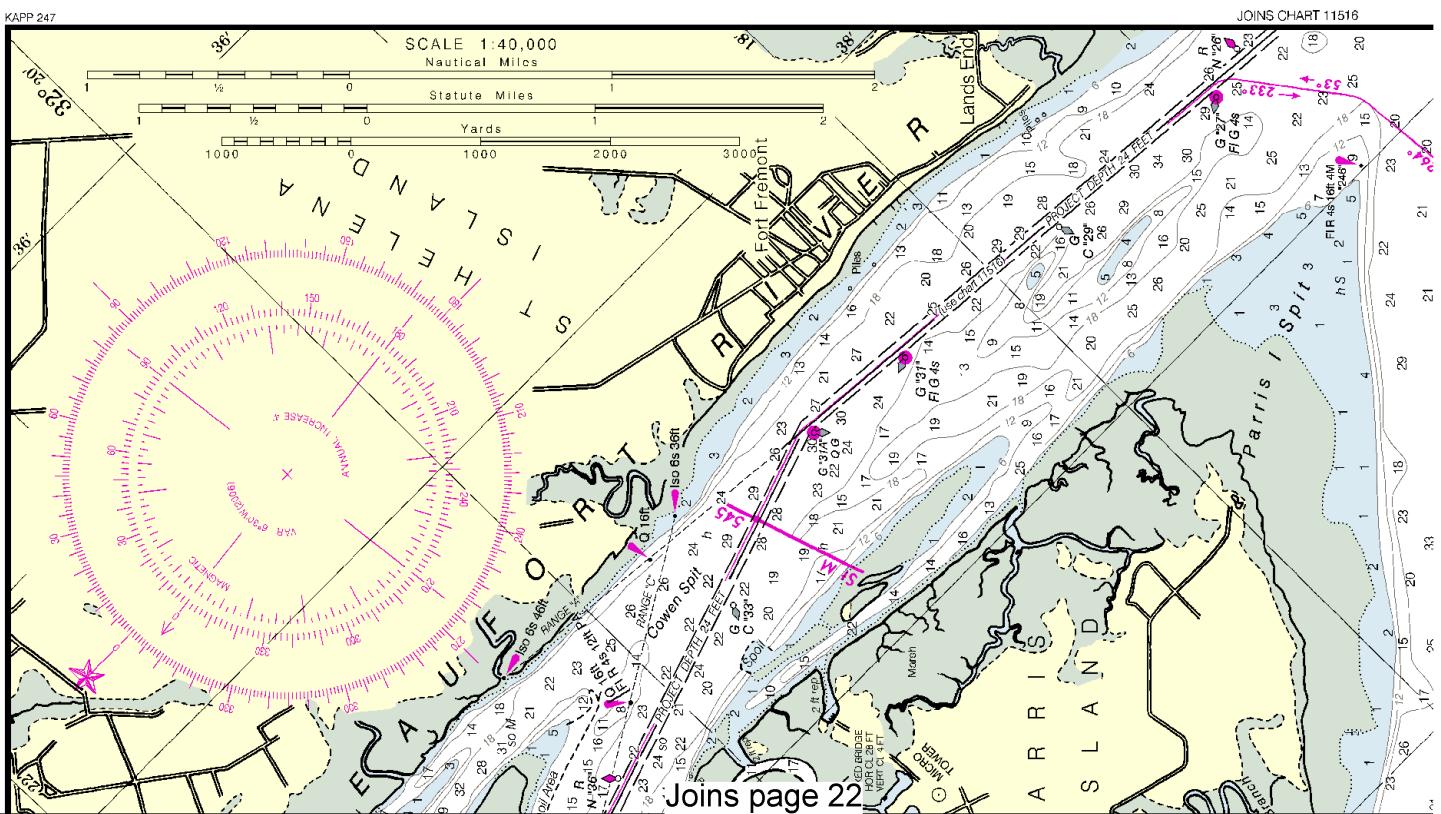
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ED. NO. 33  
NGA REFERENCE NO. 11XHA11507





11507 33rd Ed., Nov. /06; Corrected through NM Nov. 4/06, LNM Oct. 24/06

JOINS CHART 11510

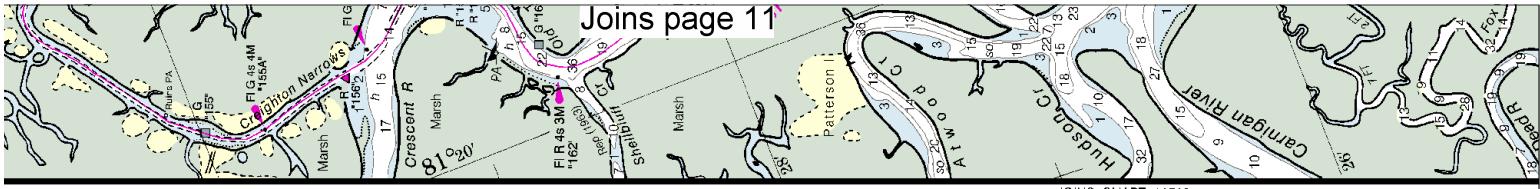


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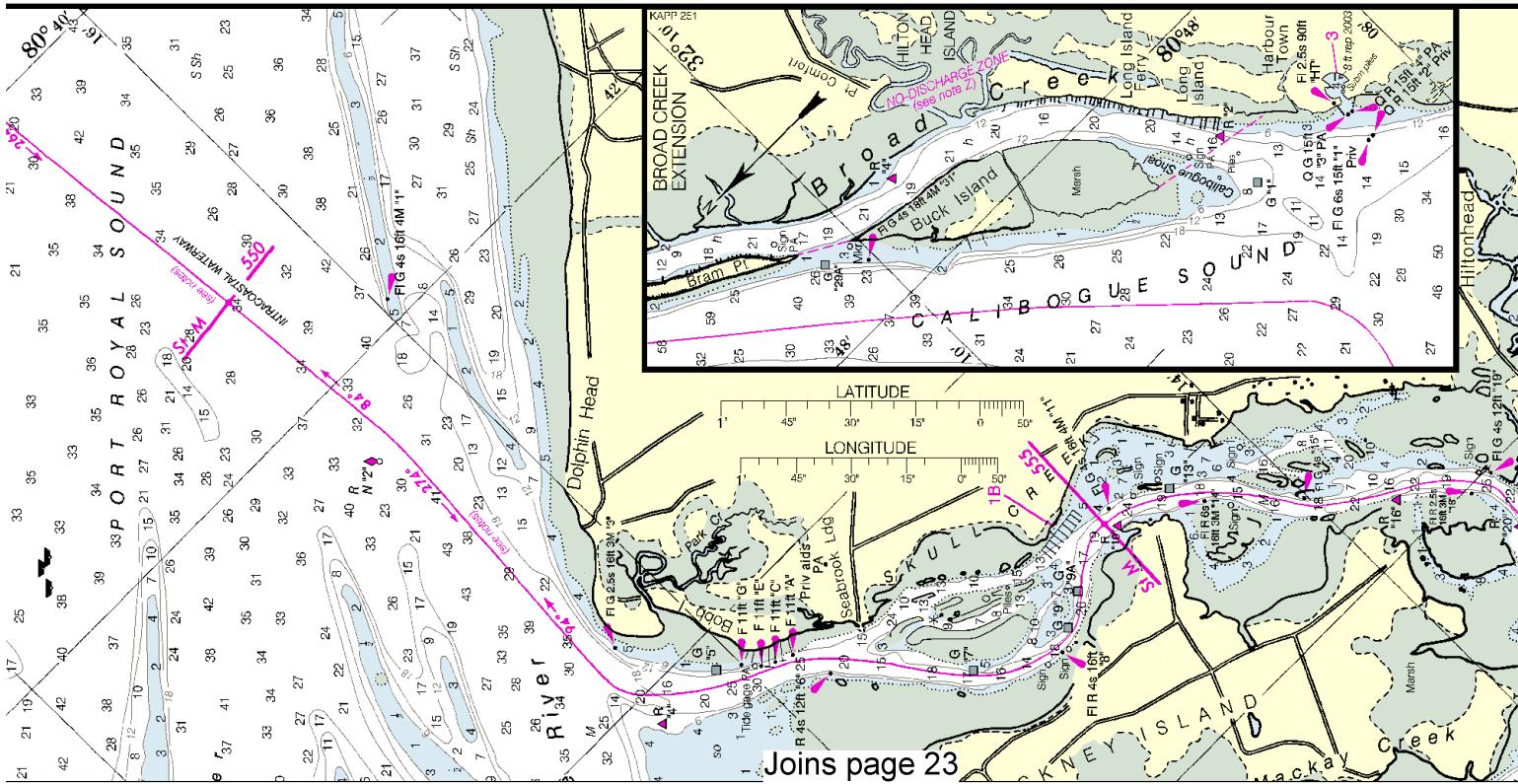
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Nautical Miles

See Note on page 5.

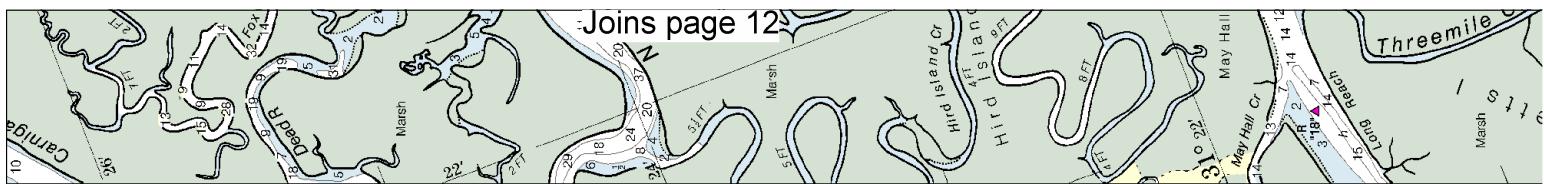




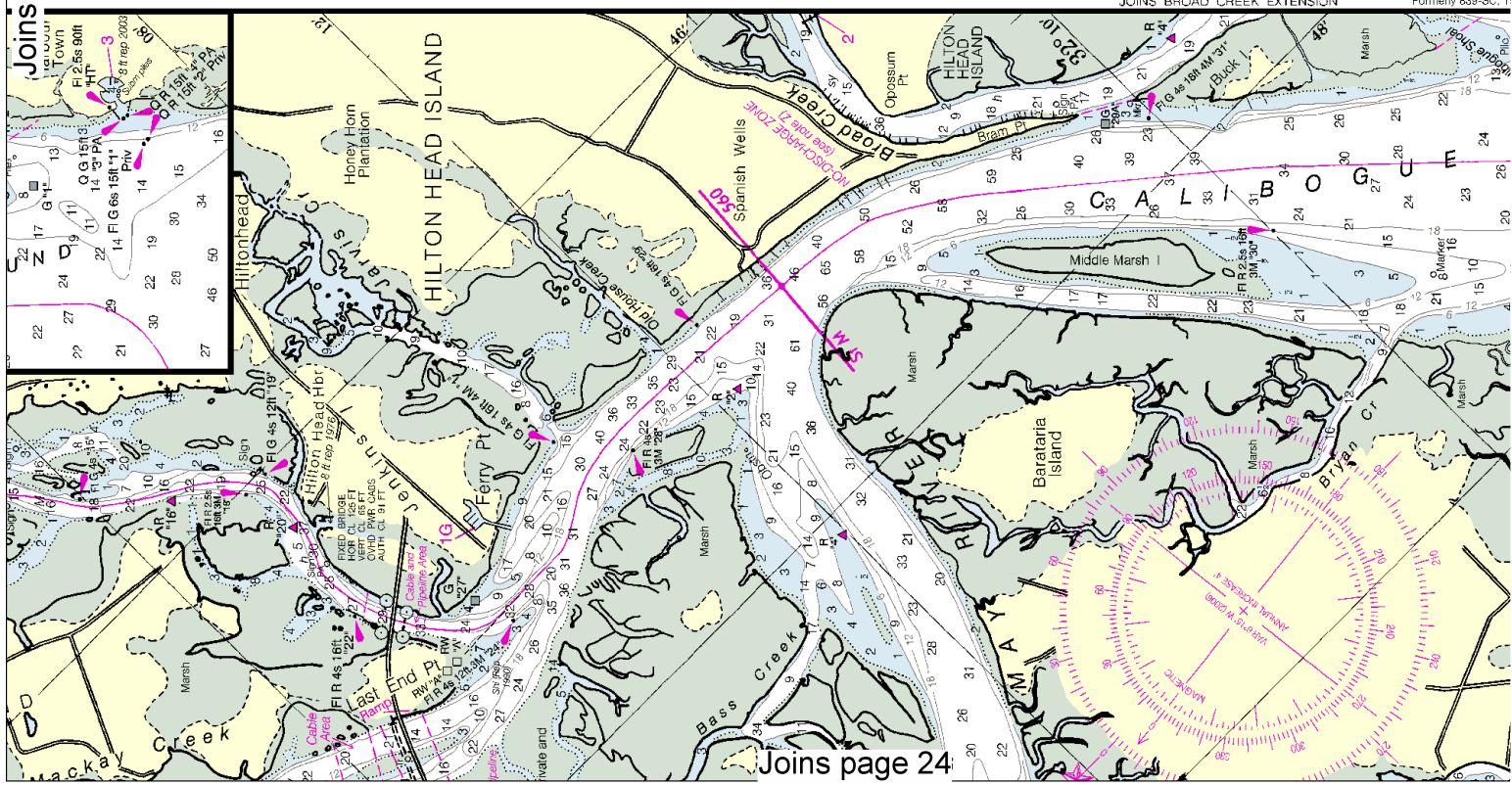
Joins page 18



17



Joins page 17

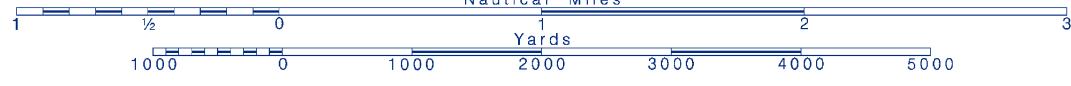


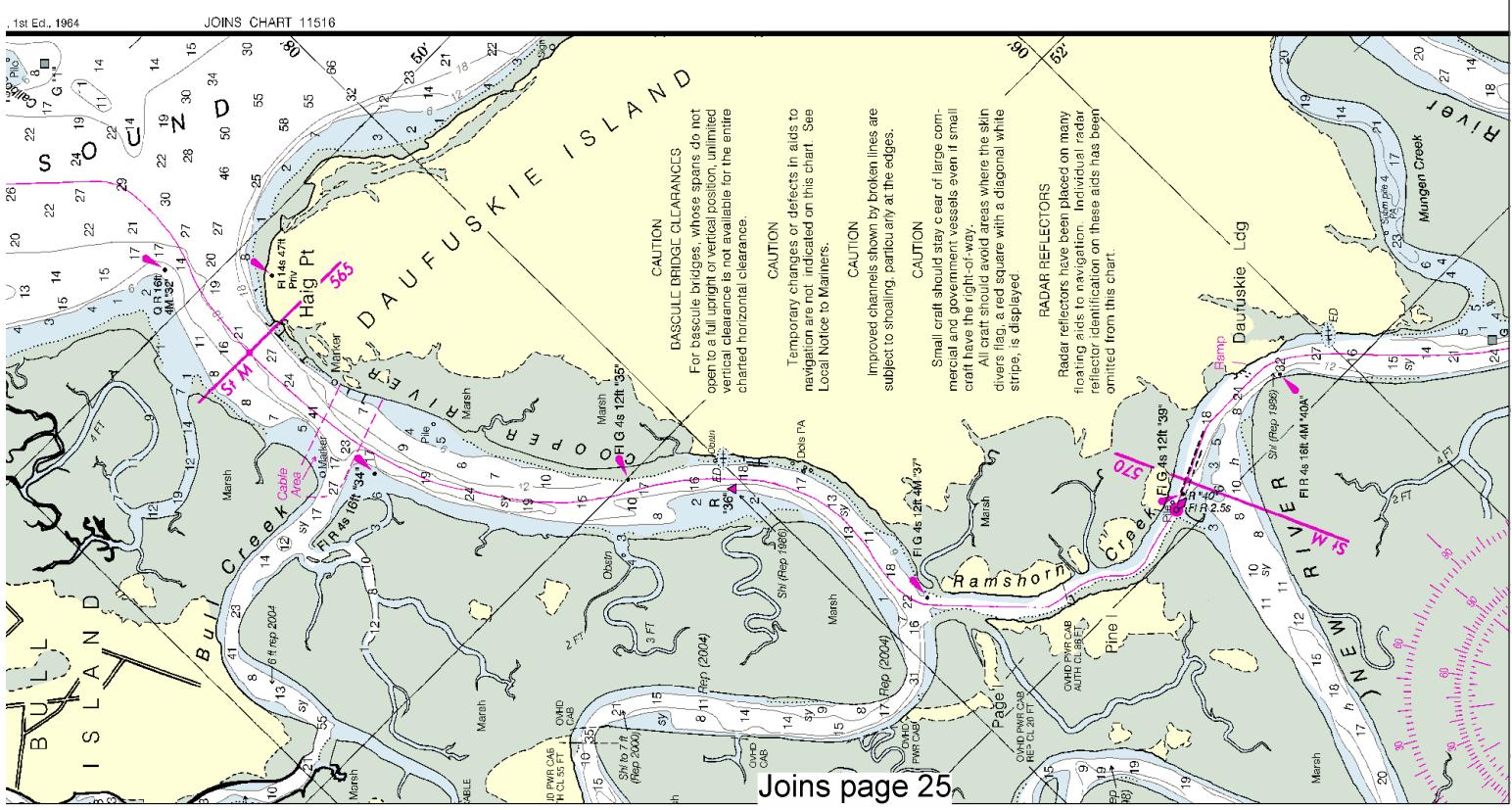
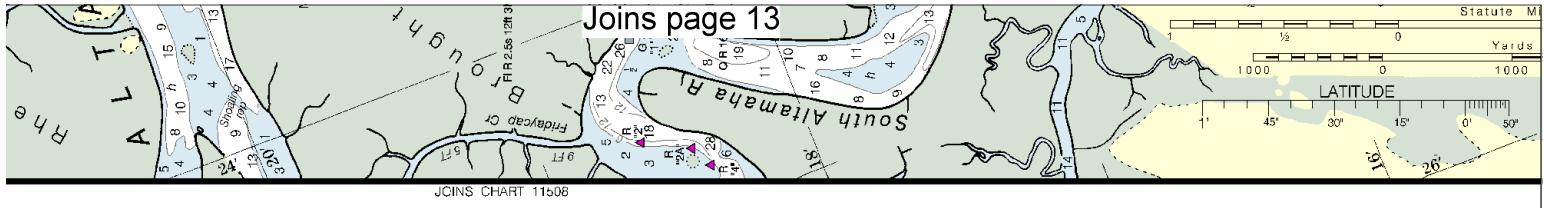
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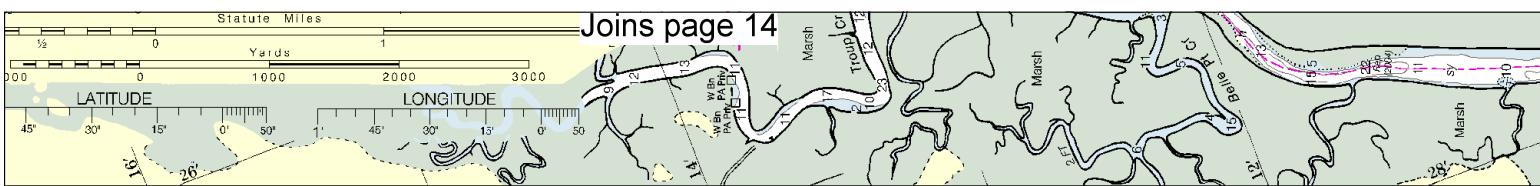
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SCALE 1:40,000  
Nautical Miles

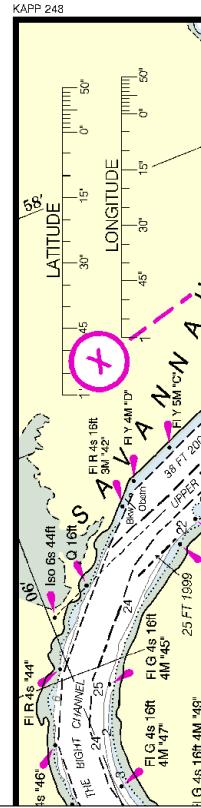
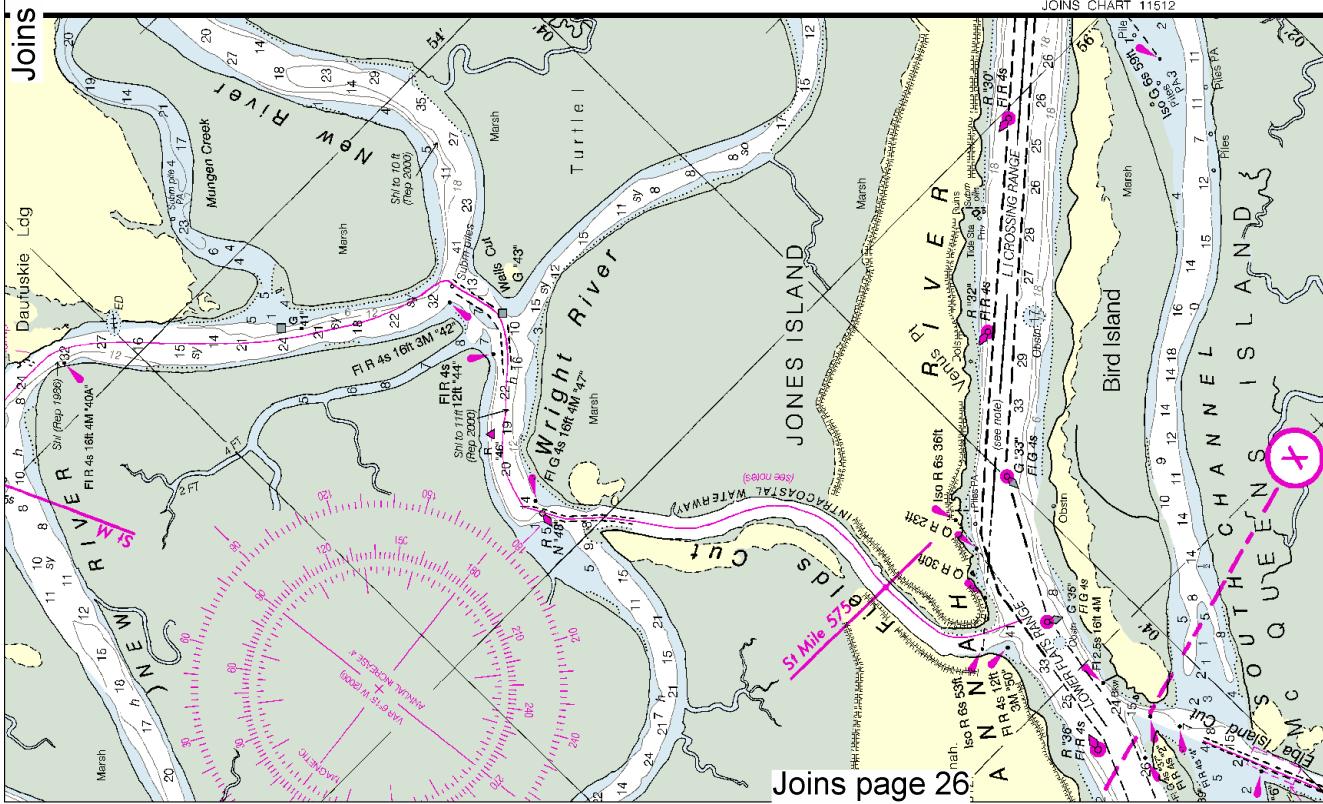
See Note on page 5.







Joins page 19



Joins page 26

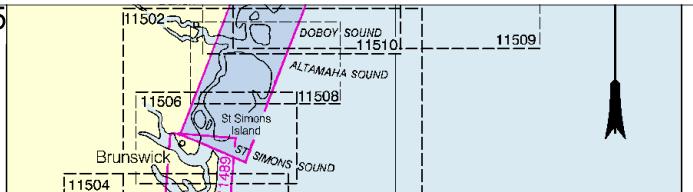
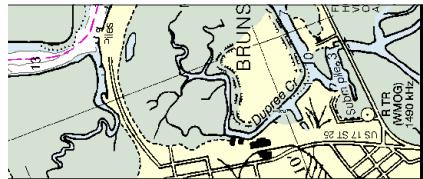
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SCALE 1:40,000  
Nautical Miles

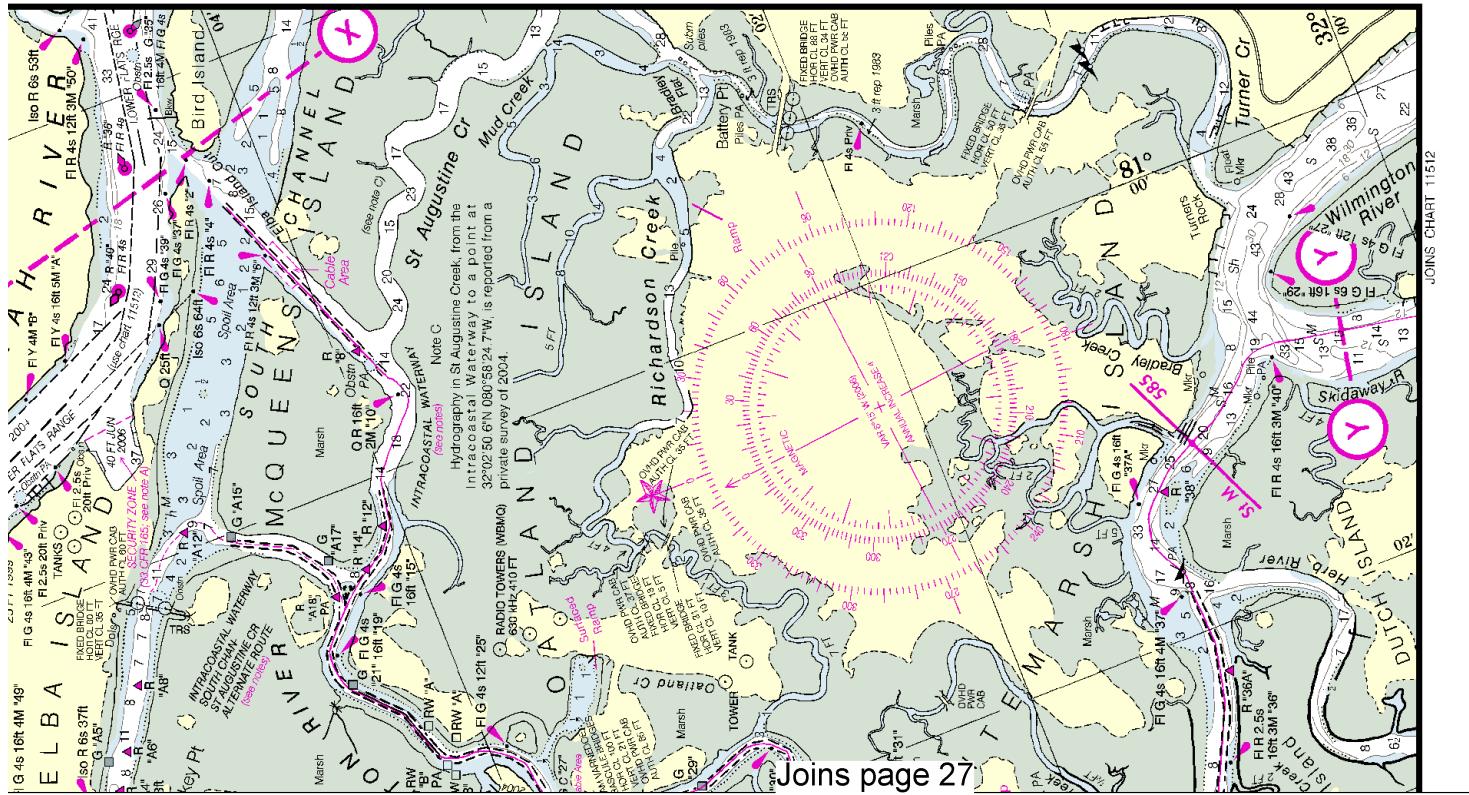
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**20**



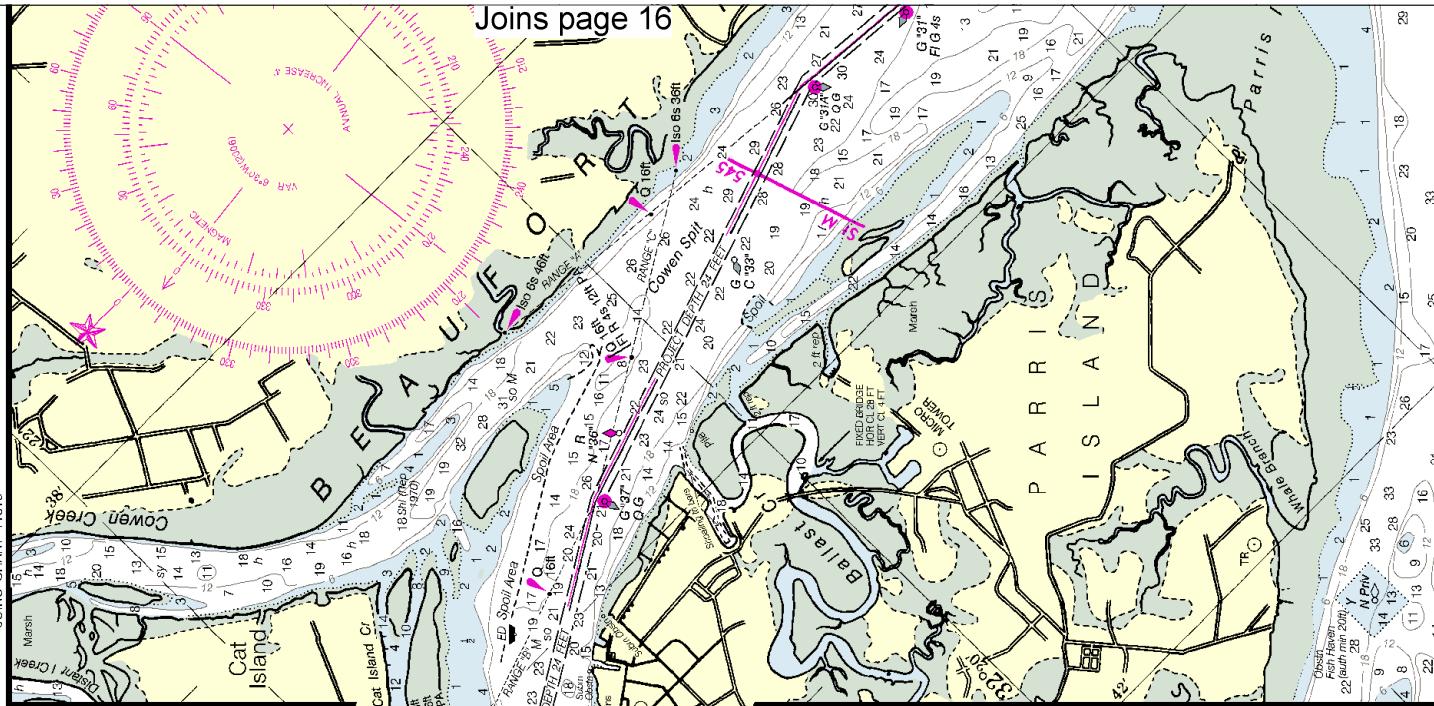


11507

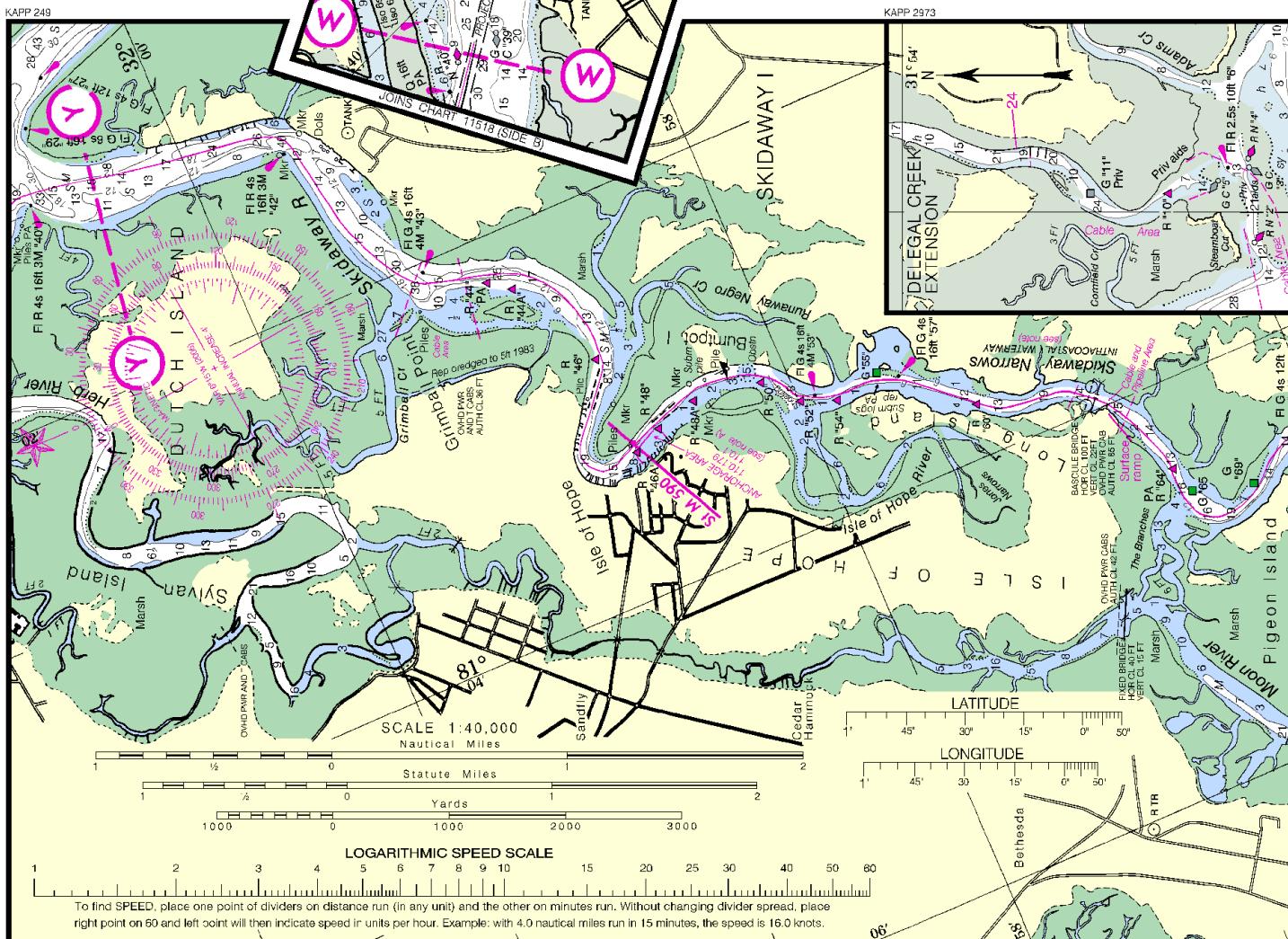


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SIDE A JOINS CHART 11516



KAPP 248



KAPP 2973

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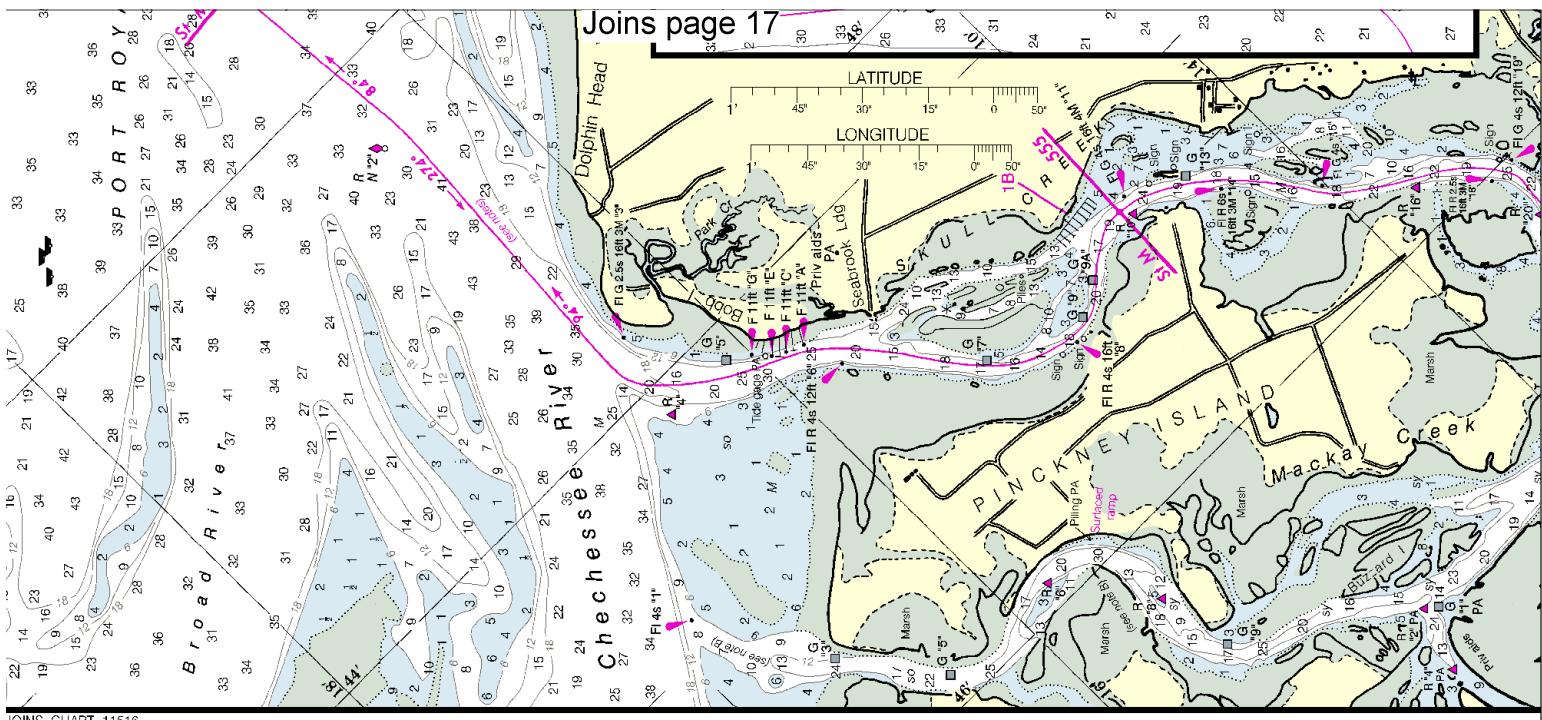
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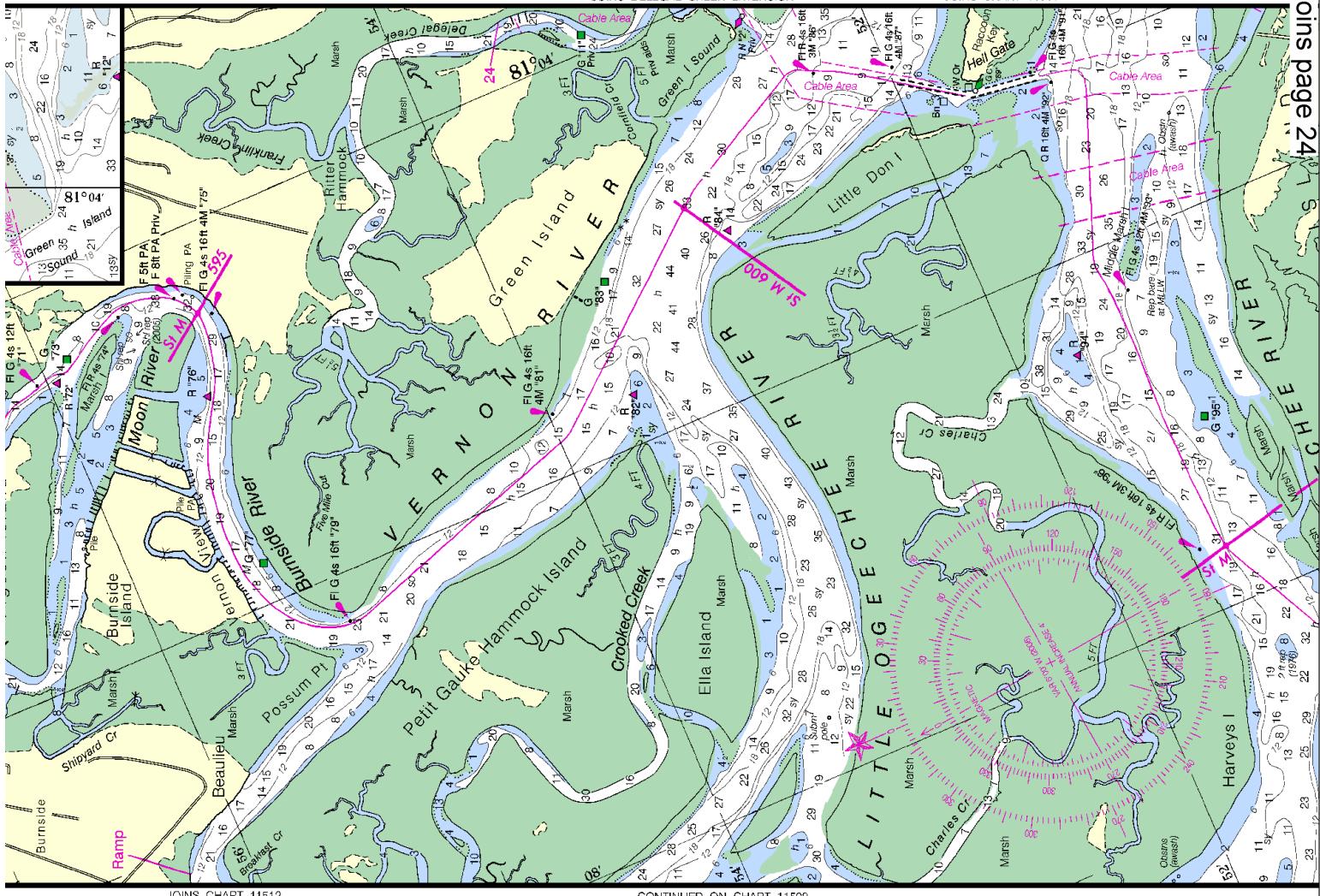
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Nautical Miles

See Note on page 5.



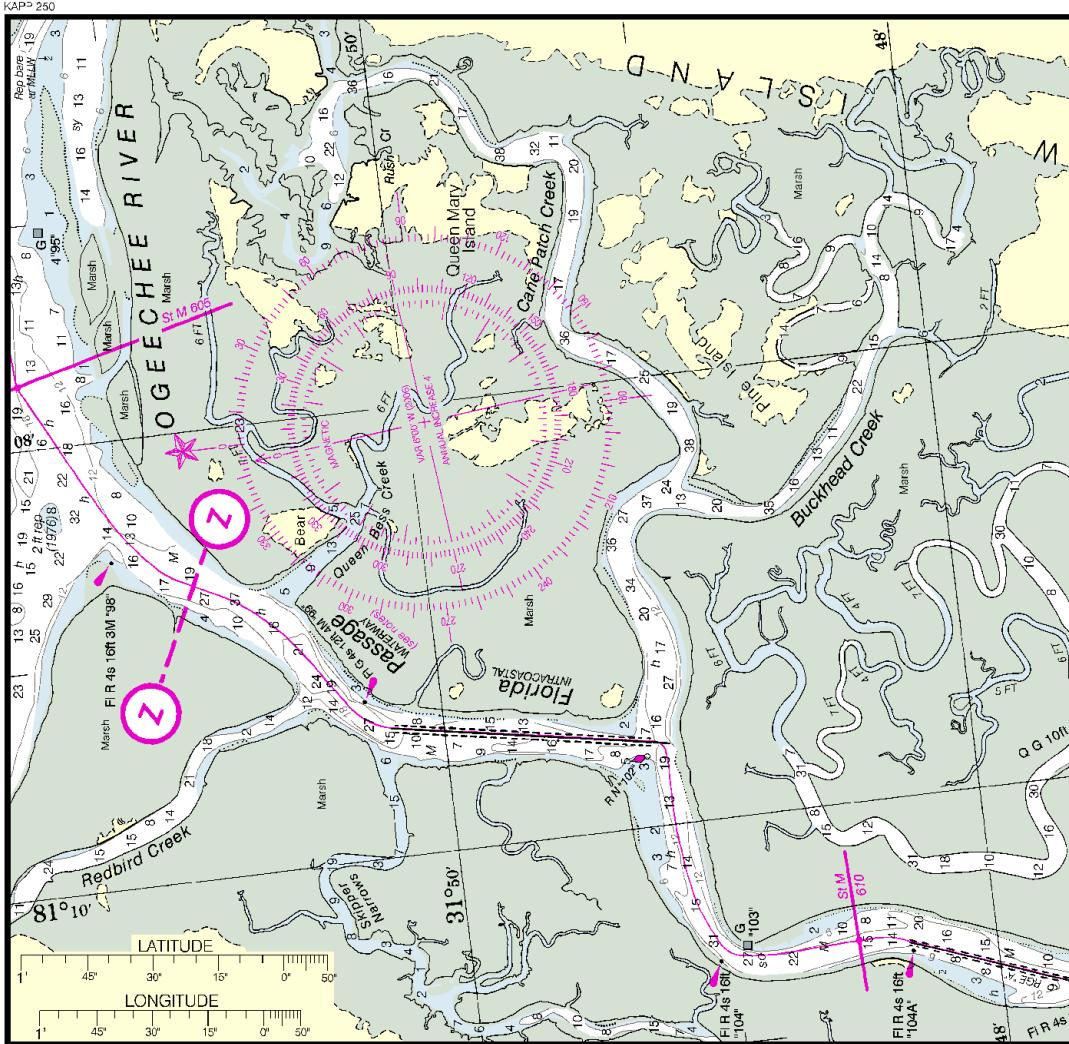
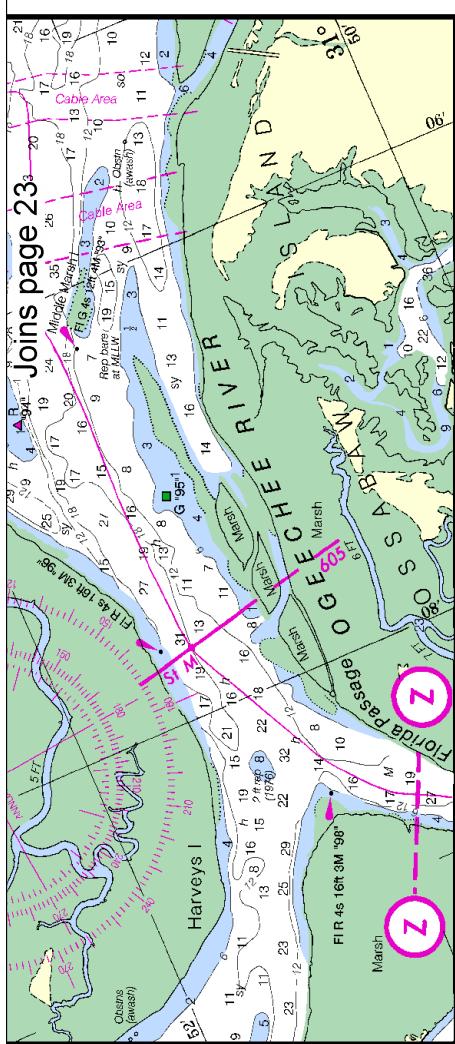
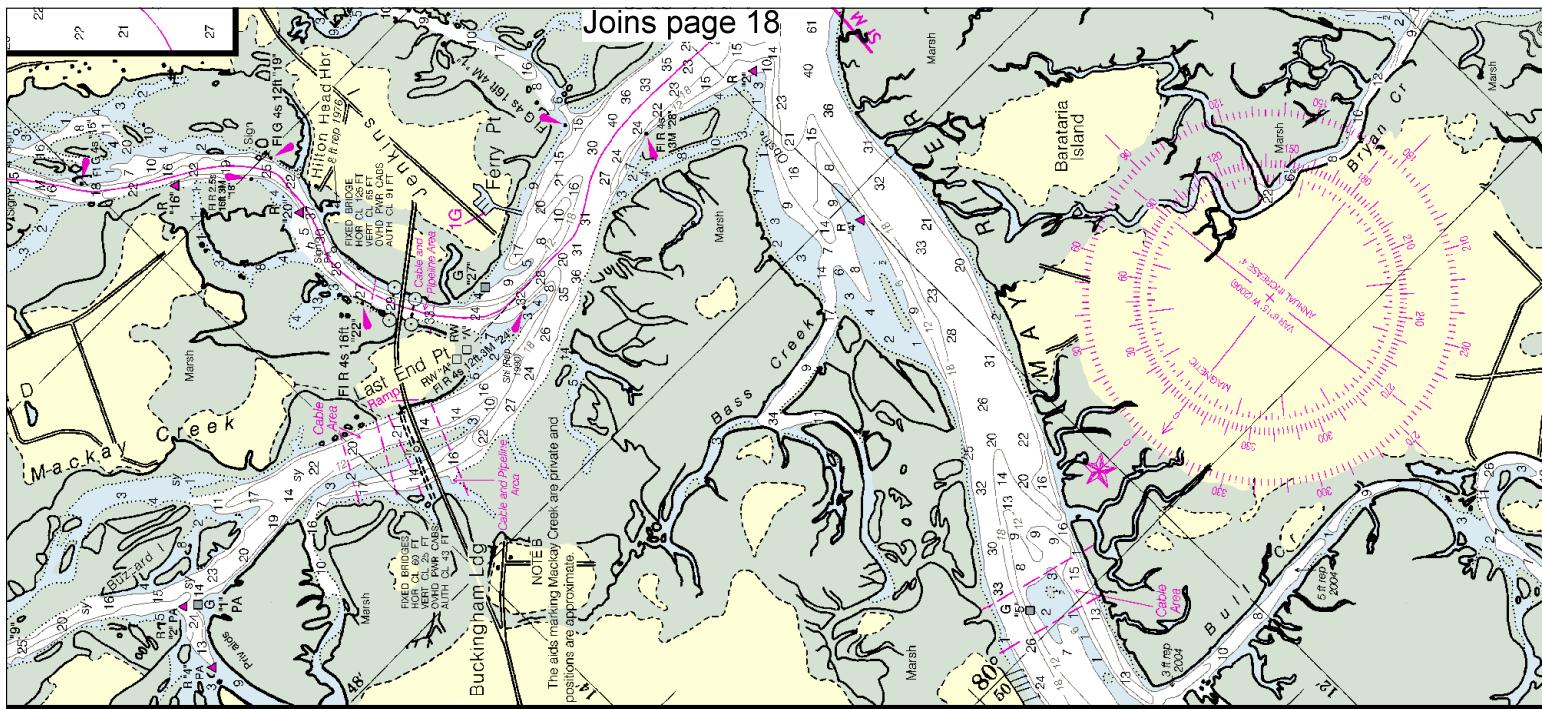


JOINS CHART 11516

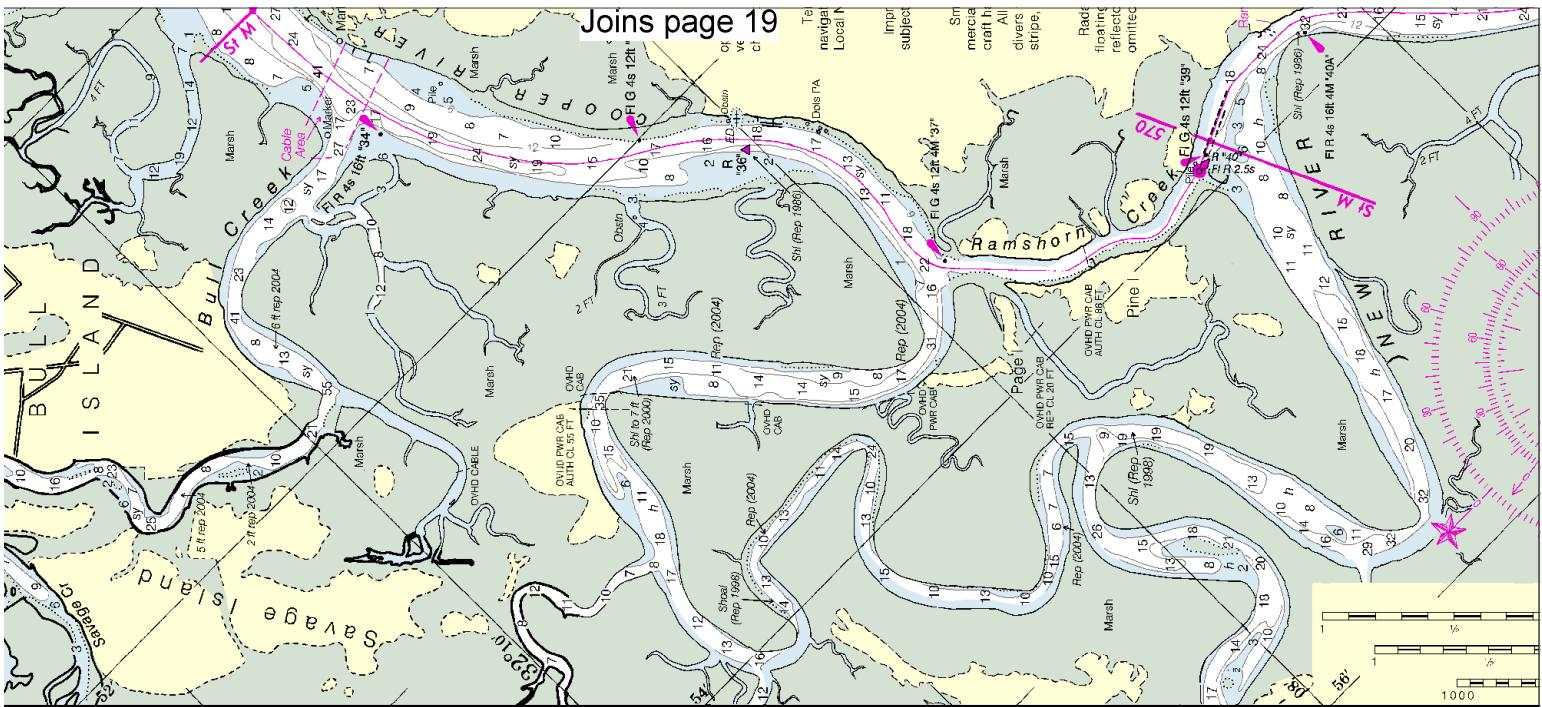


JOINS CHART 11512

CONTINUED ON CHART 11509



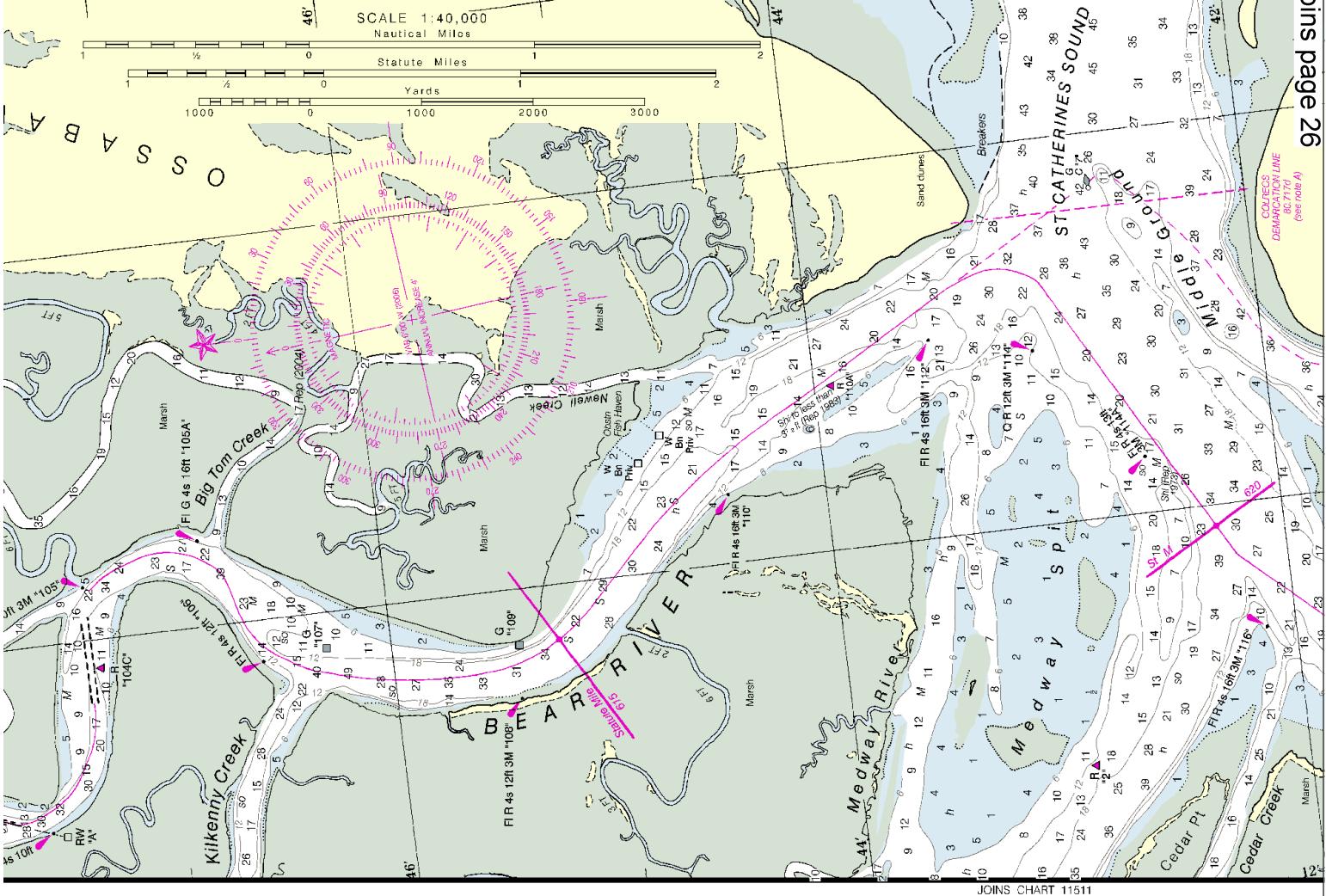
Joins page 19



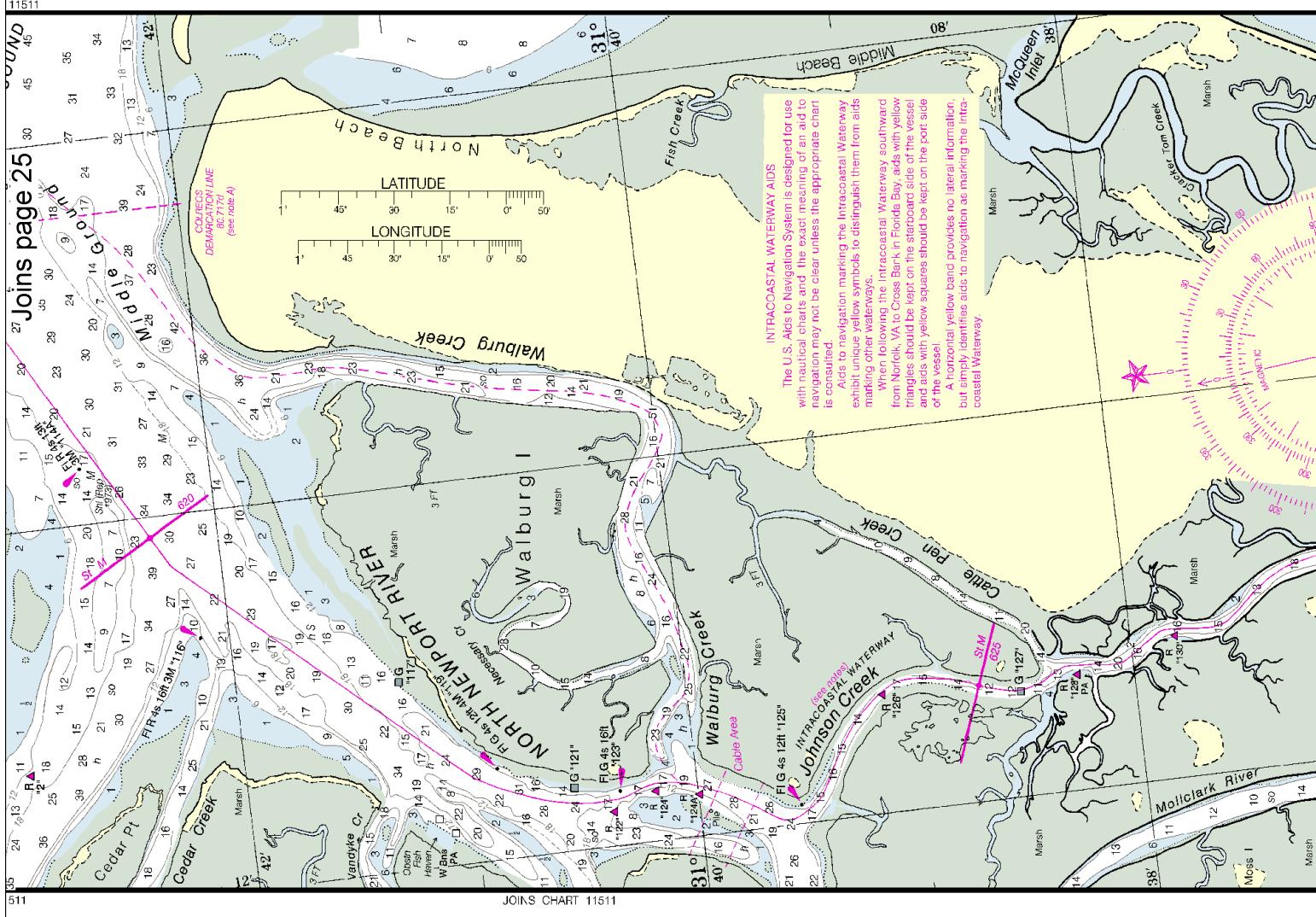
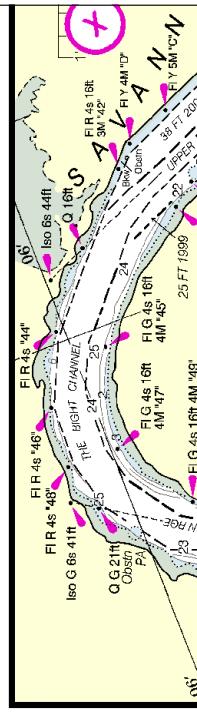
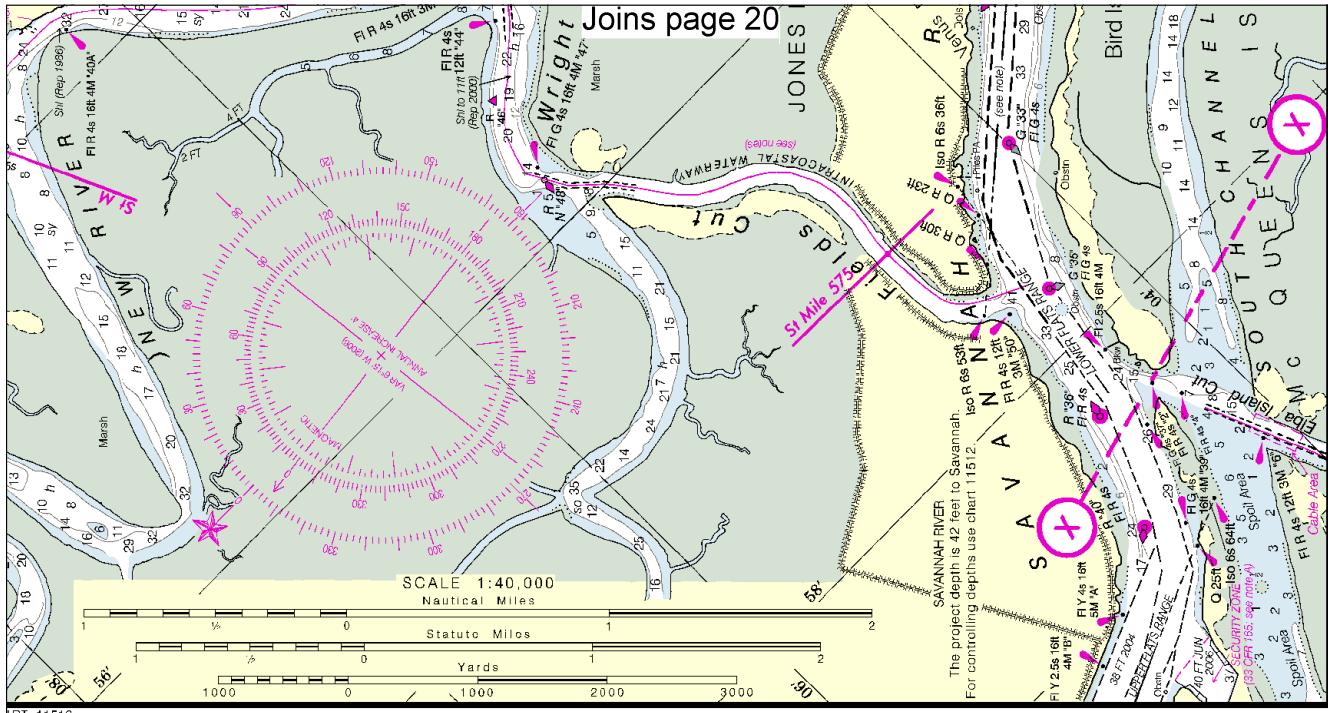
JOINS CHART 11512

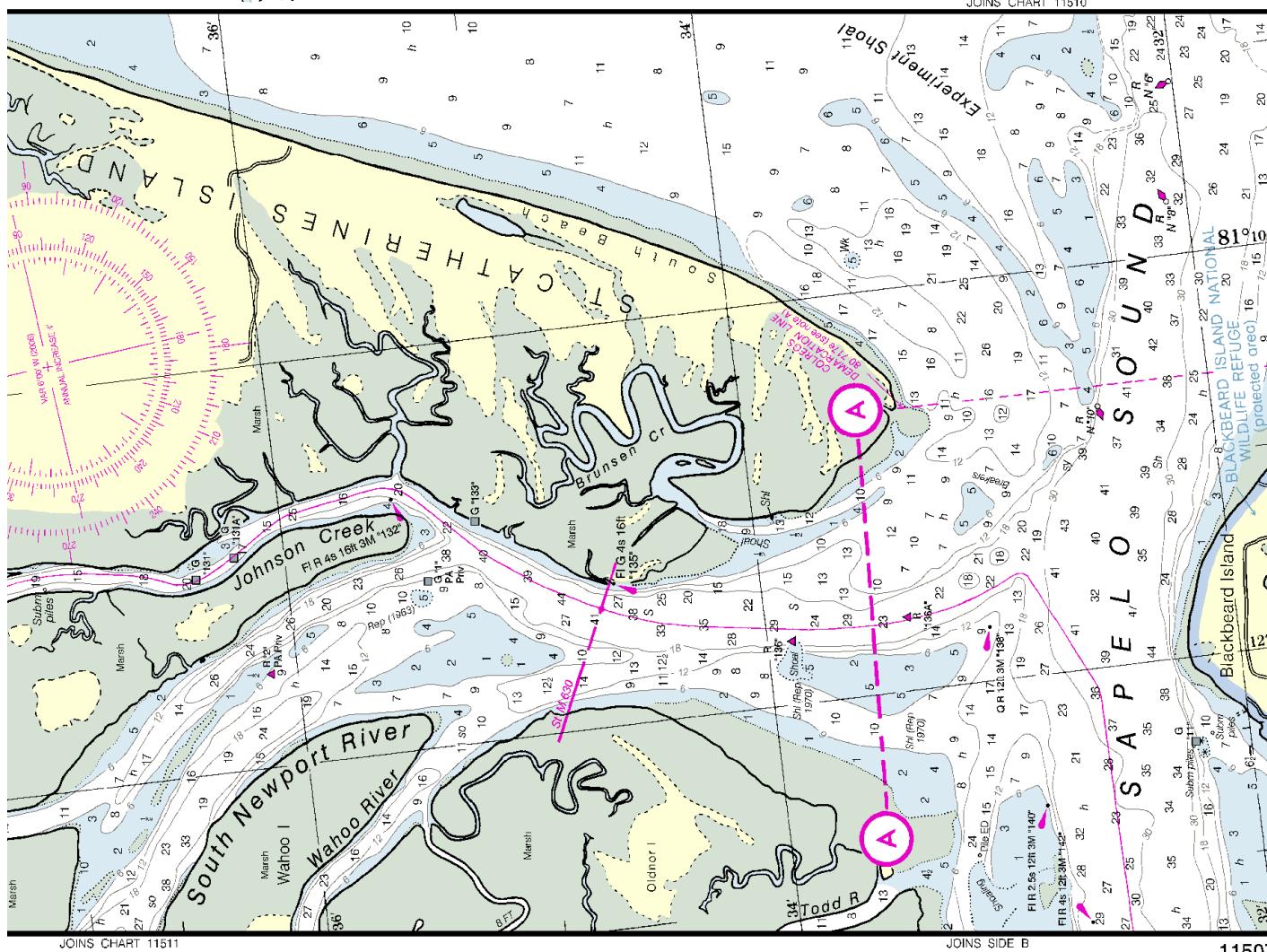
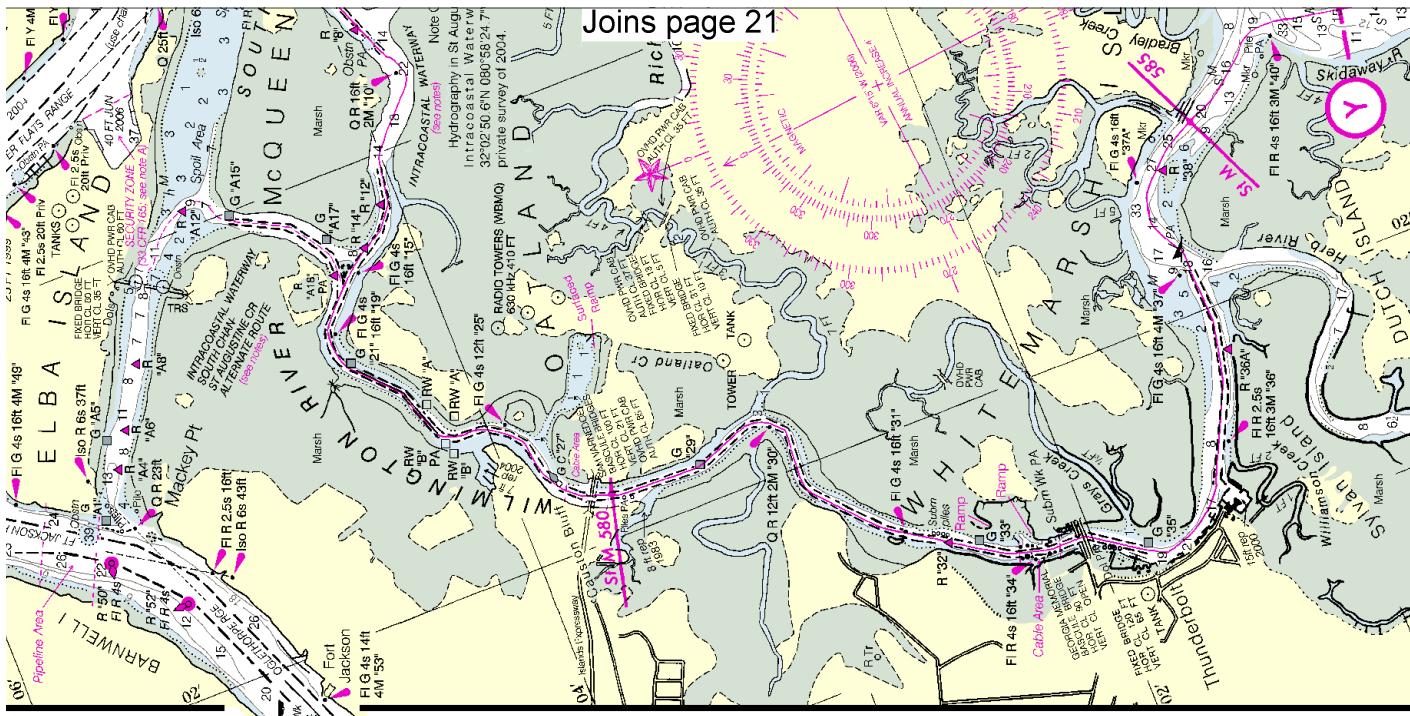
JOINS CHART 11511

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JOINS CHART 11511





## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

- Channel 6** – Inter-ship safety communications.
- Channel 9** – Communications between boats and ship-to-coast.
- Channel 13** – Navigation purposes at bridges, locks, and harbors.
- Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
- Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
- Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Tybee** – 912-786-5440

**Coast Guard Brunswick** – 912-267-9010

**Coast Guard Atlantic Area Cmd** – 757-398-6390

**SC Dept of Natural Resources** – 800-922-5431

**GA Dept of Natural Resources** – 800-241-4113

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENCs<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNCs<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).